

# COACH

MART

The weekly for the coach industry

Issue 629 £1

March 7, 1991

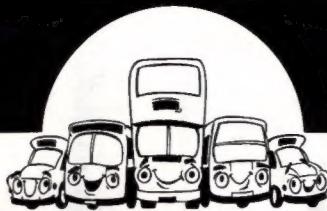
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**VOLVO 1986 B9M PLAXTON**  
PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.  
**M.O.T. APRIL 1991** £52,500

**VOLVO 1984 (SEPTEMBER) B10M**  
BERKHOFF ESPRITE HIGH-LINE 12M, 49 recliners, saloon toilet at rear, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, all white.  
**M.O.T. MARCH 1992** £42,500

**VOLVO 1986 B10M PLAXTON**  
PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.  
**M.O.T. FEBRUARY 1992** £65,000

**DAF 1982 (LATE) DKFL PLAXTON**  
SUPREME 12M, 57 str., red moquette, power entrance door, curtains, white/brown.  
**M.O.T. OCTOBER 1991** £25,000

**DAF 1983 DKFL VAN HOOL ALIZEE-H 12M,** 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for TV. + video, white/grey/red.  
**M.O.T. FEBRUARY 1992** £42,500

**BOVA 1983 EUROPA II INTEGRAL**  
12M, 49 str., red moquette, (44 recliners + 5 fixed), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.  
**M.O.T. APRIL 1991** £29,500

**SCANIA 1984 K112 JONCKHEERE**  
JUBILEE P599 12M, 49 recliners fawn/orange moquette, power entrance door, courier seat, berth, centre toilet, fridge, continental door, double glazed side windows, drinks machine, TELMA retarder, wired for TV. + video, all white.  
**M.O.T. DECEMBER 1991** £45,000

**BOVA 1984 FUTURA FLD (LOWLINE)**  
12.280 INTEGRAL 12M, 53 str., (48 recliners + 5 fixed at rear), beige/brown moquette, continental door, courier seat, curtains, double glazing, power entrance door, Webasto heating, cream/red/gold.  
**M.O.T. MARCH 1992** £38,000

**LEYLAND 1985 TIGER 245**  
PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 reclining + 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, all white.  
**M.O.T. FEBRUARY 1992** £42,500

**DAF 1982 SB2005 PLAXTON**  
SUPREME 12M, 53 str., red moquette, power entrance door, drinks machine, all white.  
**M.O.T. NOVEMBER 1991** £19,500

**LEYLAND 1987 TIGER 260 DUPLEX**  
320 12M, 50 recliners, grey moquette, power door, toilet, servicer, suspension raise system, all white.  
**M.O.T. FEBRUARY 1992** £47,500

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# COACH MART

Issue 629 £1 March 7, 1991

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Arson or accident? Beestons counts the cost — page 5

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Seatbelt controversy. *Coachmart* says no — Comment Minister says yes — page 7

## COMMENT

**C**hristopher Chope's warnings on seatbelts cannot be ignored. Behind the veiled language of the politician there is a real threat. He thinks the fitment of seatbelts on all coach seats is long overdue.

All we need is another Montego-type accident this summer and the pressure on the minister to legislate will mount - even though evidence to back any claims for making the fitment of seatbelts compulsory is far from conclusive.

The safety record of bus and coach travel in this country is second to no other form of public transport. Only four people were killed in bus and coach accidents in 1988.

This excellent safety record is a credit to the engineering strength of the vehicles and professionalism of coach drivers and their employers.

Unfortunately, the coach lobby has never been strong enough to resist the media's sensationalist coverage of coach accidents. And facts are easily clouded by the emotive forces of such headline grabbing crashes.

The only authoritative test on coach seatbelts was conducted by the Government funded Transport and Road Research Laboratory 13 years ago in 1978. Even then it was a full frontal crash into a concrete block - not a roll-over accident.

Those who clamour for lap-belts ignore the results of that one and only test: only occupants of exposed seats benefitted. Test dummies on the other seats folded forward at the waist banging their heads on the seats in front.

So, what about three point, lap and diagonal seatbelts? Well, how could they be fitted securely? Coach seats do not have tubular steel frames - the backs are made of plywood - and the large areas of glass in the body walls of modern coaches effectively mean that it is impossible to install secure anchorages.

Even if that technical problem was overcome, the expense of fitting full seatbelts would be another burden on operators already struggling to survive, let alone prosper, in today's harsh marketplace. Even the fitment of the less expensive lap belts to Lothian's new Plaxton 3500 Tigers added an extra £1,200 on the bill.

Legislation that makes coach travel even more safe - and raises its image as a safe way to travel - must be a good thing. But, for the good of the industry and its passengers, it must be of some real benefit. As demonstrated by the TRRL test, the current requirement that all new coaches be fitted with lap seatbelts on exposed seats, fully meets that very important criterion.

But a law that requires the fitment of belts to all coach seats doesn't. It would be merely another unnecessary financial burden on operators.

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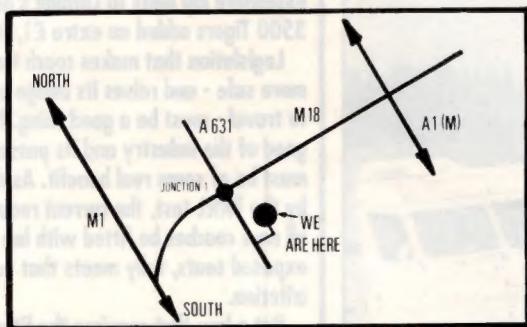
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■ S B G SELL-OFF

# Stagecoach buys SBG company

**STAGECOACH** is set to buy its first Scottish Bus Group company, having been given preferred bidder status in the privatisation of Northern Scottish.

It is believed Stagecoach has made a bid for all ten companies within the group, but Lowland, Citylink, Eastern and Kelvin Central all went to management/employee teams and Midland to Grampian Regional Transport, itself controlled by management and employees.

Of the remaining companies still for sale, Strathtay and Western - for which all bids are now lodged - may be desirable to the Stagecoach group but both pose problems of monopoly. Profitable Fife is still being advertised, and may be the most accessible to Stagecoach.

Trading as Bluebird Northern, Northern Scottish runs 209 vehicles from depots at Aberdeen, Ballater, Elgin, Fraserburgh, Fyvie, Macduff, Peterhead and Stonehaven, employing 518 staff in total. Turnover is around £10 million.

## ■ COACH

## Operator issues insurance warning

A SUFFOLK operator is warning coach companies that taking a vehicle to the EEC without a green card can leave you without insurance cover for fire or theft.

Beestons of Hadleigh proprietor Roy Munson is in dispute with his insurance broker following a fire which destroyed a 1986 Scania/Jonckere executive coach in Italy.

He told *Coachmart*: 'I do feel the broker

has let me down.'

No green card was obtained for the Scania because Mr Munson understood it was no longer essential in an EEC country. Fully comprehensive cover for work in the UK did not extend to continental travel.

Said Mr Munson: 'I knew that I took some of the risk, but I was unaware that the vehicle was not covered for fire and theft.'

The coach was gutted. Although the

Italian police put it down to an electrical fault, Mr Munson believes the coach was deliberately fired.

He said: 'At 1.30 am the drivers went to check the coach. They found a window broken and the TV stolen - a popular thing out there.'

Deciding to protect the coach, the drivers went back for their sleeping bags only to return after 35 minutes to find it was an inferno.'

A German coach and an Italian lorry on either side of Beestons coach were also damaged.

Beestons later discovered that the area of most intense damage was next to the broken passenger window - supporting Mr Munson's view that the fire was started deliberately.

'It's knocked us for six. As well as recovery costs we had to hire an Italian coach up to Calais.'

## ■ EXPRESS SERVICES

## Bakers Dolphin starts new M4 express link

BAKERS Dolphin has added another daily express working to the crowded M4 Bristol to London motorway corridor.

The Executive Flyer - a single-deck vehicle - has an early start which Bakers Dolphin hopes will attract workers on London business.

Arrival in London

is around 9.30 am.

The new express service competes with National Express, Arrow Coaches, and a new service which began the same day of last week run by Trust Travel.

As with these operators, the emphasis is on quality, with hot drinks and food and telephone.



*Bakers Dolphin: already runs Bristol-London express and is now adding a new quality M4 service.*

## ■ BUS

## Tellings wins LT routes

TELLINGS Golden Miller has been awarded two tendered London Transport routes and will operate them from Golden Miller's original base at Feltham.

The move increases Drawlane's London commitment by 11 vehicles, but TGM managing director Steve Telling says the routes have been sought by his own company to broaden its base.

'Golden Miller is no stranger to bus work,' said Mr Telling, whose company prior to its takeover by Drawlane-owned Midland Fox had a fleet predominantly of coaches. 'It was the first to run London bus routes - the 601 and 603 in Feltham - until 1985, when the company decided not to retender for them. And we have had the 606 Staines-Stanwell for 20 years.'

The former Westlink-run Brentford-Staines routes 116 and 117, which start late summer, have been based on Leyland Nationals which TGM expects to acquire refurbished to DiPTAC standard from within the Drawlane group.

The original Golden Miller depot at Feltham will be brought back into use - it has been rented out since 1986 - and the workshops re-tooled from TGM's Byfleet base. Following the acquisition earlier this year of two other companies, TGM now has bases in Nuneaton and Cardiff and has built its fleet from 27 vehicles to 64 since its takeover by Midland Fox.

'In the current economic climate, we feel it's a good idea to get into bus workings,' said Mr Telling.

**BRIEFS**

● FORMER Eurocoach business consultant Malcolm Morris, together with directors Ronald Dalton, Sarah Thompson and Bruce Kenneth Tonks have been acquitted of charges relating to an alleged £227,807 VAT fraud.

● CHESTER-LE-STREET operator Atkinsons has gone into liquidation leaving behind debts of almost £122,000.

The company's licence was revoked on December 31 due to the financial instability of the company, said liquidator Simon Lundy of Jennings Johnson.

The major creditors were GH Atkinson and S Atkinson, who together were owed £89,000 advanced in 1989 and 1990.

● PLAXTON'S 5000th Paramount body came off the production line last week, and the company has celebrated with a special model which offers £5,000-worth of extras.

Extras on the special 5000LE bodies include double glazing, engine preheater, Blaupunkt radio, extra marker lights, headrest covers, moquette-trimmed seat backs, reverse warning beeper and Bostrum driver seat.

The deal is available through Plaxton's four distributors in 3200 or 3500 on a premium chassis.

● RICARDO Consulting Engineers has developed a Saab-Scania bus engine which runs on natural gas at extremely low emission levels.

Soot output was a 20th of US target levels.

The engine uses gas injection and catalysts to achieve its low emission outputs.

**PEOPLE**

# Patrick leaves in Jonckheere shake-up

PATRICK Jonckheere, key figure and family shareholder of Jonckheere BVBA, has resigned as general manager of the troubled bus and coach division. He is also no longer a director of the family-owned company.

Mr Jonckheere's shock departure follows hard on the heels of announcements in the Belgian press of Jonckheere's first ever loss and the recent resignations of the company's top management team.

In the last few months the commercial

manager, development manager, and personnel manager have all left amid reports of policy disagreements and rifts between them and the controlling family directors - brothers Francis and Patrick and their father Henri.

It is also understood there were major differences of opinion between Henri and Patrick in particular.

As part of a realigned board of management, Frans Pattyn has taken over from Patrick as general manager. Mr Pattyn had been

general manager of Jonckheere's subcontracting division for the past 18 years.

Managing director of Jonckheere UK, Mike Chittock, told *Coachmart* he had received no information from Belgium on the parent company's re-organisation.

Despite rumours of interest from United Bus and even a Japanese buyer, a Jonckheere spokesman in Belgium said the company would remain independent, and continue with the same policies and strategy.

**COACH**

## Greenline coach subsidies are axed

SUBSIDIES for seven of London's Greenline express coach routes have been axed as £3 million in London Bus savings are made.

The Greenline coach services have been a feature in London for decades but they have been hit by a swing to trains and commercial commuter coaches, says the Tendered Bus Unit.

Now the chairman of Greenline Travel Ltd has warned that each of the remaining 24 services, including Jetlink and Flightline, are being examined by the TBU and could suffer: 'The Greenline is already set up and should fit in with the Government's Red Route scheme,' he said.

He said he was not against structured change but was worried that the many remaining Greenline routes might not be viewed as part of essential transport provision by London Transport and by the DTP.

The routes from the south and south-west - five run by London and Country and two by Luton and District - had poor loadings. No decision has been made yet to either discontinue the routes or run them commercially.

● Greenline Travel Ltd is a company jointly owned by the former London Country operation - now split into four - specifically to run Greenline services on a stand-alone basis. Shareholdings have been transferred with the sale of the former London Country operations.

**COACH**

## Van Hool to sell on Saturdays

FOLLOWING the success of last weekend's open day, Van Hool UK is to open for vehicle sales on Saturdays from now on.

Managing director Vernon Edwards told *Coachmart* the Wellingborough dealership had taken firm orders for four used vehicles during the open day. These included an AEC and a Volvo B58.

'I'm fairly confident that we will also sell three new vehicles as a result of people coming into our open day,' said Mr Edwards.

He added that initial signs of a slight recovery in the market were becoming apparent. There had been an increase in interest generally from operators looking to re-equip in time for the peak season.

Van Hool UK will be open for vehicle sales of the Eos and Van Hool's integral range of coaches, plus secondhand stock from 10 am to 4 pm every Saturday.

The company's 24-hour maintenance and parts support continues as before.



(Left to Right): Patrick and Henri Jonckheere: family split?

The UK market represents 15 percent of the annual output of 600 vehicles from Jonckheere's bus division's Roeselare factory.

Other key coach export markets outside the Benelux countries are France and Scandinavia. Spain and Bermuda take Jonckheere's bus products.

**BUS**

## Buses wanted to help orphans

OLD buses for new lives... that's the appeal from Romanian charity workers looking for ways to make the lives of the country's orphans more fun.

The Yorkshire Dales Romanian Fund, backed by the national Romanian Appeal Fund, is setting out to the stricken country for the fourth time, with 130 volunteers using their job skills to help refurbish hospitals, schools and orphanages.

Organisers are taking many much-needed supplies, but say a bus would be the icing on the cake.

Organiser Andy Ivey said his group would be grateful for any serviceable vehicle as long as it can make the 1,500-mile journey safely.

Contact Andy Ivey on 05242 41997, or write to 50 New Village, Ingleton, via Carnforth, Lancs LA6 3DG.

## ■ SEATBELTS

# Minister issues coach warning

SEATBELTS and coach speedlimits are under public scrutiny, warned Roads and Traffic Minister Christopher Chope, last week.

Opening the Guild of British Coach Operators' Roads and Tourism Conference, Mr Chope said: 'I think safety is of paramount importance.'

Although recognising that the majority of coach operators pay attention to safety, he emphasised the power of public opinion.

The Minister believes compulsory fitment of ABS on new coaches next year will increase public confidence in coach travel. However, imposition of seatbelts on exposed seats from October 1988, looks

set to be extended further. 'I think it is long overdue that they are fitted to all seats. I think public demand is increasing.'

Stressing the importance of a good public image, Mr Chope said: 'Motorists, some already exceeding the speedlimits, complain bitterly when a coach goes speeding past them.' The consequences of adverse publicity arising out of poor motorway driving were spelt-out. 'An outside lane ban would win a lot of plaudits from Joe Public. I'm not going to make such an announcement, but operators have a responsibility.'

Ernest Atkinson, Guild chairman and Armchair general manager, exercised his right of reply: 'The coach industry

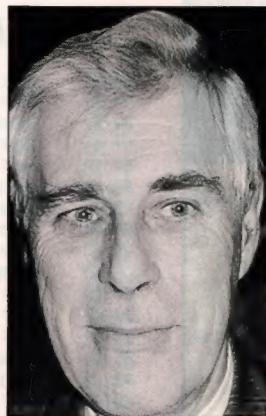
will always co-operate with the department in ensuring that safety is always uppermost in everybody's mind.'

Suggesting that operators can have a positive influence, Mr Chope said of the road-building programme: 'If we want more roads we need public support, and a climate in which they can be afforded.'

However, he clearly stated the Government's non-interventionist stance: 'The coach and tourism industry depends upon entrepreneurs, initiatives and a lack of regulation.'

He said the coach industry must continue to take the good with the bad without Government help.

● Full conference report next week.



*Ernest Atkinson: promised co-operation over coach safety.*



*Christopher Chope: emphasised power of public opinion.*

## BCC takes action over controversial TV show

WITHIN hours of BBC TV's controversial That's Life item on minibus safety, the Bus and Coach Council issued a briefing sheet to all its members.

Esther Rantzen advised parents to check whether vehicles being used for school transport had seatbelts fitted. She drew no distinction between minibuses and coaches.

BCC set the record straight on PSV safety. Official research shows that public service vehicles are eight times safer than a car and the majority of school journey accidents do not happen on the vehicle, but before getting on or after getting off.

While recognising it will take a long time to kit-out the entire UK

coach fleet, the BCC recommends retractable lap belts as a standard fitment on all new coaches. The construction of coaches does not allow any other viable alternative and there is hardly any scope for safe retrofit.

There is a guarded reaction to seatbelts in minibuses because careful analysis of accidents shows they take place at low speeds in circumstances where there is no additional safety protection by using a belt.

Coaches comply with international regulation ECE R80 which is designed to minimise passenger injuries.

*See Letters page 21.*

## Plaxton delivers first fully-belted coach

PLAXTON has supplied its first fully-seatbelted coaches to Lothian Region Transport.

Two Paramount 3500-bodied Leyland Tiger 290s with auto gearbox form part of Lothian's £4.8 million order for 1991 from Leyland (Coachmart, February 28, 1991). Equipped with 55 recliners and double glazing, these £100,000 coaches have inertia type seat belts which cost £44 per double seat.

Charles Evans, chief executive and managing director of Lothian, said the decision to specify seatbelts followed last summer's publicity surrounding the Montego coach crash.

As a member of the BCC council, he was on a trip to America with Veronica Palmer, BCC director general, when the then Secretary of State for Transport Cecil Parkinson said he would gladly shake the hand of the first operator to fit seatbelts on all seats. However, despite an invitation from Lothian, there was no ministerial representation at the handover.

Says Mr Evans: 'Anything is worthwhile that gives passengers confidence in coach travel. However, the difficulty is getting people to wear belts.'

## ■ BRIEFS

● FOUR open-top Guide Friday buses have gone by ferry to their new home in Seville, Spain.

Guide Friday had the vehicles converted with a multi-language guide recording, and new doors on the right-hand side of the buses. Their last work in the UK was with Nottingham City Transport.

● CALDAIRE is buying the five DAF Optare Deltas it has been renting on trial since February 1990.

The vehicles competed with the Lynx, which also performed very well says Caldaire. As a result, trials will be extended before any decision is made to purchase a single type of vehicle.

● LONDON United has had to restructure its Airbus services to London airports as a result of the falling numbers of passengers.

The new A2 route combines A1 and A2 cutting out some stops including Knightsbridge and Earls Court Road. The company says it is a temporary measure until air travel improves.

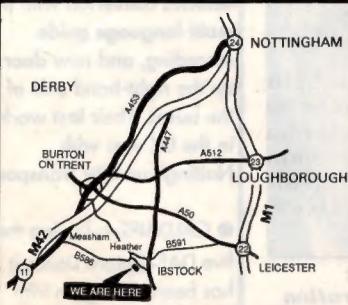
● THE Association of Metropolitan Authorities has called for the reinstatement of the PTA's role in governing transport policy. Phil Bateman, chair of the Public Transport Committee, said a two-stage reform package would add new regulations to the 1985 Act, but the cutting edge would be provided by longer-term primary legislation.

● EAST Yorkshire Motor Services has gone back to Gardner-engined Olympians with its latest order for seven buses. The DiPTAC equipped 76-seaters have the Gardner 6LXB unit.

# Salvador Caetano

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88 (E)	DAF MB 230 DKFL - Caetano Algarve, 53 recliners, courier seat, continental door	£74,950
87 (E)	BEDFORD YMP - Paramount 3200, 35 seats, power door, courier seat	£41,500
87 (E)	IVECO 79.14 - Caetano Viana, 19 seats, top sliders	£21,500
87 (D)	DAF SB 2300 DHS - Duple 340, 57 recliners, power door, cont door	£63,500
87 (D)	LEYLAND TIGER 260 ZF - Duple 320, 48 recliners, power door, toilet	£61,500
87 (D)	BEDFORD YNV - Caetano Algarve, 57 seats, power door, lockers	£44,950
86 (D)	MAN 8.136 - Reeve Burgess, 32 seats, power door	£26,950
85 (D)	TOYOTA COASTER - Optimo GL, 21 seats, power door	£19,950
86 (D)	MERCEDES 608 D - Melford, 19 seats, forced air, boot	£16,750
86 (D)	DAF SB2300 DHS - Caetano Algarve, 49 recliners, centre toilet	£58,500
86 (C)	DAF - Bova Futura FLD, 53 recliners, double glazed	£59,950
86 (C)	DAF SB2300 DHS - LAG Galaxy, 53 recliners, cont. door, Webasto	£56,500
86 (C)	SCANIA K112 - Berkhof Esprite, 53 seats, power door, Telma	£59,950
86 (C)	LEYLAND TERRIER - Optare Service Bus, 33 + 8 standees, power door	£24,950
85 (C)	DAF MB 200 - Caetano Algarve, 53 recliners (re-trimmed), power door	£52,500
85 (B)	IVECO 60.10 - Caetano Beja, 18 seats, power door	£12,950
84 (A)	DAF - Bova Calypso, 53 recliners, power door, radio	£37,500
84 (A)	MERCEDES 608D - Plaxton Mini-Supreme, 19 seats, tables, lockers	£15,950
83 (Y)	LEYLAND TIGER 245 ZF - Paramount 3500, 49 recliners, courier seat, Exec	£39,950
83 (PP)	MERCEDES 0303 - Jonckheere P50, 49 recliners, centre toilet	£49,950
83 (PP)	MERCEDES 0303 - Jonckheere Bermuda, 49 recliners, centre toilet	£42,500
82 (PP)	DAF MB 200 - Supreme V, 48 seats, power door, toilet, servry	£29,500
82 (X)	LEYLAND TIGER 218 S/A - Viewmaster GT, 49 recliners, toilet, Exec	£32,500
82 (X)	LEYLAND LEOPARD ZF - Duple Dominant, 53 seats	£29,500
82 (X)	FORD R1114 - Plaxton Supreme IV, 49 seats	£13,950
82 (PP)	VAN HOOL - Acron MAN, full spec	£36,500
81 (W)	DAF - Bova Europa 1, 53 recliners	£27,500
80 (V)	LEYLAND LEOPARD - 11 metre Plaxton Supreme Express, 49 seater	£16,950
79 (V)	AEC 760 11M ZF DUPLE DOMINANT II EXPRESS, 53 seats, power express door	£10,950
79 (V)	BEDFORD YMT - Duple Dominant II Express, 53 seater	£7,500

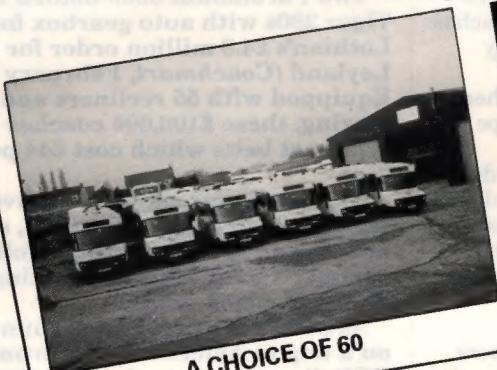
Full list available upon request

The year quoted denotes the year of first registration not necessarily the year of manufacture.

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## ■ PARKING

# Coach parking boost in London

LONDON bus garages are allowing coaches to park and use their facilities for the first time, it was revealed at the launch in the capital of the latest coach parking map this week.

Published by the London Tourist Board, the fold-out map shows coach drivers where to park in central and outer London - including parking meters, off-street parking and coach parks.

There is also advice from the Metropolitan Police in English, French and German.

Although a new temporary 60 space site in Warwick Road, Earls Court has opened, the number of coach parking sites in London continues to diminish. In 1989, temporary sites in Paddington (up to 40 spaces) and Battersea Wharf were closed.

Last year saw the loss of the small coach park in Thorney Street, not far from Westminster Abbey.

There is only one permanent off-street coach park in

Central London (at the Tower of London). And all other sites are on land awaiting redevelopment - ie. Vauxhall Bridgefort, Bayswater Road, which could close at any time.

The LTB is pushing for more space to be provided - by making more use of the road space in the Royal Parks and extending the use of coach parking spaces in the Mall.

The City of Westminster is being urged to extend the use of its coach parking meter bays. Westminster has added another 44 coach meter bays, but these cannot be used after 6.30 pm or before 8 am.

The City of London has provided 11 metre spaces around the Barbican, available from 8.30 am to 11.30 pm.

Copies of the 1991 London tourist coach parking map are available from Gary Cameron at the London Tourist Board, 26 Grosvenor Gardens, Victoria, London SW1W

## ■ TOURS

## End of Gulf War may lead to tourism boost

THE end of the Gulf War last week brought hopes of an eleventh-hour reprieve for incoming coach business.

Operators are pinning their faith in American and Japanese tourists returning to Britain for a late-summer spree.

But the scars in the travel trade will take a long time to heal.

One operator said the failure of an

American tour agent had left him tens of thousands of pounds out of pocket.

And the London Tourist Coach Operators Association said drivers laid off may be in other jobs by the time they are needed again.

'I've no doubt we will see some of the weaker coach businesses go under as a result of the lack of tourists,' said LTCOA chairman



Tourism: operators are pinning their faith in late-summer bookings by Americans and Japanese.

Keith Myers.

He said many businesses will be ticking over at normal spring levels but will find the going tough as this continues into early summer.

Edinburgh-based Silver Coach Lines said its incoming bookings for June had not yet been cancelled, and were up on 1990 levels.

'But we've found

that cancellations are arriving only as the deposit becomes payable. April and May look dire, with less than half the usual work,' said managing director Ivan Ford.

## ■ TOURS

## London Pride Sightseeing considers 'interesting' sale bids

PETER Newman says he is currently considering five 'very interesting' offers for his London Pride Sightseeing open top coach tour business.

Having already sold his Ensign Bus Services operation to Hong Kong businessman T T Tsui, Mr Newman put London Pride up for sale last month (*Coachmart*, February 14).

The sale was in line with 'our stated policy of withdrawing from PSV operation,' said Mr Newman at the time.

Some of the offers for 35-vehicle London Pride are from within the bus industry, but not all, he told *Coachmart*.

Mr Newman said all of the offers were around the £1.5 million asking price: 'If people don't want to look at £1.5

million, then it's not worth talking to us.

'I'm not jumping up and down to sell,' he added.

'But I will sell when the deal is right.'

To protect the jobs of the 15 full-time and 25 seasonal staff, Mr Newman is also insistent that the business would not be sold to a company which did not want to operate from the existing Purfleet base or

within the immediate area.

London Pride has been built up by the assistance, co-operation and sheer hard work of the staff.

'They are an integral part of the business and therefore must be protected,' said Mr Newman, who retains ownership of the PSV dealership Ensign Bus and Coach Sales - also based at Purfleet.

## ■ IN COURT

### National Express wins theft case

NATIONAL Express has successfully prosecuted a steward for the theft of £11.25 on a South Coast to London contracted service.

A team of roving plain-clothes revenue protection staff boarded the coach last summer and saw the steward take the fare without issuing a ticket.

The magistrates court fined the self-employed steward £100 plus £95 costs and National Express got its money back.

## ■ MAINTENANCE

# Plaxton launches new Helpline emergency breakdown service

A NEW emergency service for both on-road breakdowns and service at the operator's base has now been launched by Plaxton Duple Parts & Service.

The Helpline service, for all types of vehicle, includes emergency glass replacement and European Cover.

'It was started because we saw the need with vehicles out of service to get the operator back on the road as soon as possible,' said PDPS Anston general manager Maurice Turner.

To be included all operators have to do is to open a PDPS account - and it costs nothing to enrol.

They should ring their nearest PDPS depot and fill in a form so the company can be sure its invoices will be met. The quickest way is to ring Ray Gozzard on 0909 551155.

Helpline is available

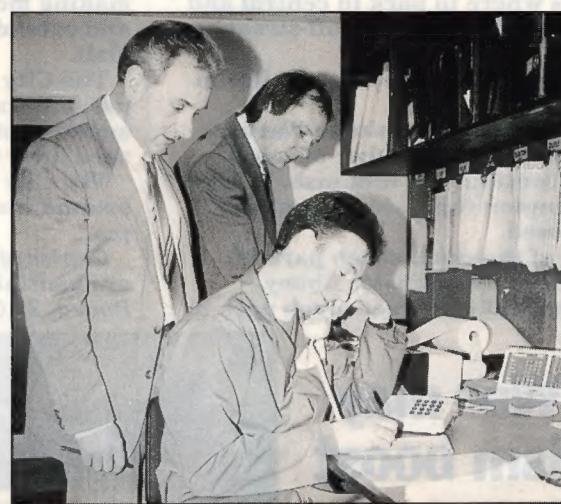
for non-account holders, but references are needed. These may be got from the operator's fleet suppliers or chassis network distributors.

Linked to a 24-hour free phone on 0800 269116, PDPS is utilising its parts and service network with depots at Anston, Barrhead in Glasgow, Blackpool, and Hendon and Ware in North London.

The network employs 200 staff and uses 10 service vans. All depots are fed with £2.5 million of core parts stock carried in Scarborough.

'But our central Scarborough stock is not a service or counter sales outlet,' said PDPS managing director Rod May.

Instead, the five service depots will deliver routine parts to the operator on a weekly basis - with short response times claimed for emergency work after trial



*Plaxton's new emergency service.*

monitoring since last November, when the computerised network was finally installed.

Scarborough distributes parts worth £12 million every year, to the depots on a weekly basis. The centres carry fast-moving stock - with other less-essential parts ordered through the computer. Back-up tele-sales checks inventories at the

centres prior to any special deliveries

European cover is being overseen in a deal with Dutch-based Jan Meinders Euroservice, a member of the DKV service network.

The European link is costing PDPS £20,000 annually. JME will be supplied with fast-moving Plaxton Duple parts, carrying £25,000-worth of stock

- including working parts for the Plaxton Duple 425 integral.

After emergency service carried out for PDPS, the Dutch company invoices Plaxton Duple direct, which then invoices the operator for a nominal handling charge.

Emergency help in Europe is obtainable through the same 0800 296116 number, or alternatively, by ringing Dutch number 31 548364925, which is answered by multilingual staff.

Mr May said the network took 12 months to set up and link in and a parts sales analysis is now being carried out.

Cover includes Mercedes-Benz 0303s, irrespective of body type, because PDPS is now an authorised repairer.

The company was approved by Mercedes after staff training in both the UK and Germany.

**CONTACT** Plaxton Duple Parts and Service on 0800 269116.

The Helpline operator asks if the incident is a breakdown and what parts are required.

The operator then takes the vehicle operator's name, address and telephone number, as well as the driver's name, vehicle

## HOW THE SYSTEM WORKS

registration number, body and chassis number, and body make. Other questions include model type, age, chassis make, the location of the vehicle, if there are any passengers, and a contact phone number.

The Helpline operator then rings

PDPS central control at Anston, which is manned 24-hours each day all year, including all holidays. The procedure is monitored by an outside independent company.

Central control then takes all details, ordering parts and

service from the nearest depot. In Britain, Plaxton Duple staff will be usually used, but in certain locations approved repairers are used. Both driver and vehicle operator receive follow-up calls to inform them of progress and give

them the arrival time of any assistance.

An example of assistance during the trial includes that used by Midland Fox subsidiary Shelton Osborne when a Leyland Tiger/Plaxton 3500 had wiper problems in Paris. Through JME in Holland, assistance arrived just after the coach arrived at 5 pm.

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- Collect coach on completion of payment



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- Pay 50% of list price of any used coach in stock
- Drive it away and start earning
- Pay Balance in six 1 monthly instalments
- Only 5% interest added to instalments



### BARGAIN 3

#### HIRE A USED COACH FOR 6 MONTHS – THEN BUY



- Hire any used coach from stock for 6 months at 50% of list price, payable in six 1 monthly up front instalments
- After 6 months, 75% of payment value already made counts towards the full purchase price
- And you only pay the Balance outstanding



STOCK REF	CHASSIS	BODY	SEATS	YEAR	MOT	(Bargains 2/3) LIST PRICE	(Bargain 1) OFFER PRICE
9036	Bedford	Plaxton	53	1979 (T)	—	£3,800	£3,125
0006	AEC	Plaxton	53	1977 (S)	9'91	£6,500	£5,350
1048	AEC	Duple	53	SOLD 1977 (S)	5'91	£6,500	£5,350
0007	Bedford	Duple	29	1980 (V)	9'91	£8,200	£6,750
9014	Bedford	Plaxton	53	1981 (X)	9'91	£14,000	£11,500
0014	Volvo	Caetano	51	1980 (V)	1'92	£19,000	£15,675
9013	Leyland	Plaxton	53	1980 (W)	8'91	£20,600	£17,000
9012	Leyland	Duple	53	1981 (W)	8'91	£20,750	£17,125
9011	Leyland	Plaxton	49R	1981 (W)	10'91	£21,000	£17,320
9009	Leyland	Plaxton	53R	1980 (W)	8'91	£22,400	£18,500
9010	Leyland	Plaxton	49R	1981 (W)	8'91	£22,500	£18,550
0012	Volvo	Duple	53R	1980 (V)	12'91	£23,400	£19,250
9033	Leyland	Duple	51R	1982 (X)	2'91	£27,250	£22,500
0010	Leyland	Plaxton	49R	1982 (X)	8'91	£27,250	£22,500
R028	Neoplan	Jetliner	49R	1982 (PP)	5'91	£35,000	£28,875
R036	Volvo	Jonckheere	48R	1983 (A)	11'91	£37,900	£31,300
R038	Volvo	Jonckheere	46R	1983 (A)	12'91	£37,900	£31,300
R039	Volvo	Jonckheere	51R	1983 (A)	6'91	£37,900	£31,300
R045	Scania	Jonckheere	49R	1985 (B)	2'92	£49,400	£40,750
R044	Neoplan	Jetliner	44R	1987 (D)	5'91	£54,500	£44,950
0004	Neoplan	Skyliner	71R	1982 (PP)	4'91	£55,000	£45,375
0041	Neoplan	Skyliner	73R	1984 (A)	5'91	£66,500	£54,850
0042	Neoplan	Skyliner	71R	1984 (A)	11'91	£66,500	£54,850
1046	Neoplan	Skyliner	73R	1984 (A)	11'91	£66,500	£54,850
1050	Volvo	Plaxton 3500	53R	1987 (D)	1'92	£79,950	£65,950
0022	Neoplan	Skyliner	77	1988 (E)	12'91	Special price	£122,000
Newly Refurbished (inside and out) Skyliners				1'92	Special price	£77,000	

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# Sleeper saves night stops

**Bill Godwin looks at a unique sleeper coach in service with a German operator.**

**H**OLIDAY-MAKERS using Welter Tours' new 'Highway Shuttle' willingly pay a premium - of around £12 - to travel on the unique sleeper coach recently introduced by the German operator.

The vehicle was designed and built by the company, based in Straelen near the Dutch border, in response to growing interest in the 'hotel bus' concept.

It offers optimum

**The most striking feature of the 'Highway Shuttle' is the streamlined front.**

comfort to passengers on non-stop journeys extending over day and night travel.

The arrangement also obviates the need to break long journeys with overnight stops en route.

Manfred Welter, active in the coach travel sector since 1975, introduced his first sleeper coach in 1984,

using an MAN SR 280 model converted to provide seating/couchettes, accompanied by a hostess serving breakfast and hot meals.

Further coaches were added in 1985 and 1988 (two units placed in service that year were Goppel-bodied Helicon double deckers).

But because Welter could not find a coachbuilder willing to incorporate his own ideas in what he felt to be the ideal design, the company designed and built the new vehicle in its own workshops.

The most striking feature of the 12 metre-long 'Highway Shuttle' is the streamlined frontal treatment for which glass fibre mouldings are used.

A total of 32 passengers can be accommodated in addition to two drivers and a passenger attendant.

Seating is arranged in eight groups, each with a table, which are arranged to be quickly converted to couchettes, two metre-long by 0.98 metres wide. Welter is running the 'Highway Shuttle' to Spain



The 12-metre 'Highway Shuttle' 32 passengers can be accommodated.

and Italy and has developed a timetable which allows maximum benefit to be derived from the unusual vehicle configuration.

Because German legislation prohibits the transport of 'recumbent' passengers, a typical itinerary for Spain will include a noon departure from Straelen with a break in Dijon, France, allowing the crew to effect the change to a night-time layout.

Around 7 am the following morning, a stop in a service area just over the Spanish border provides the opportunity for the normal seating pattern to be restored for the last leg of the journey to Costa Brava

destinations.

Mechanically, the new coach - three vehicles of this design will be in operation for the '91 season - is based on MAN 360 bhp-engined running gear with ZF S 90 C gearbox and a Voith retarder.

The coach is 3.8 metres-high and provides more than eight cubic metres of underfloor luggage space.

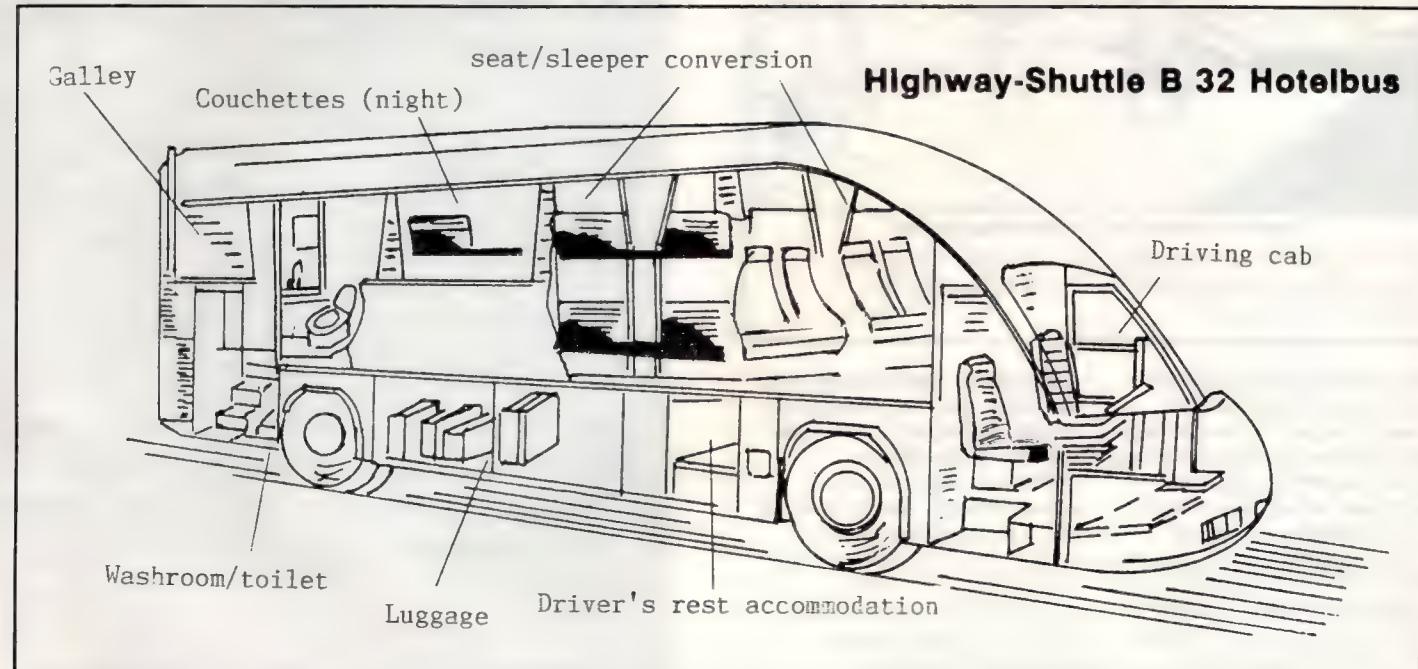
Sutrik air conditioning is fitted and the rear of the vehicle accommodates an exceptionally large

**Mechanically, the new coach is based on MAN 360 bhp-engined running gear.**

galley/catering area.

Smoking/non-smoking preferences are accommodated when booking and there is an absolute night-time ban on smoking.

To complete the coach's 'space travel' styling, twin exhaust stacks are carried up to project over roof fairings at the rear.



*A general arrangement of the new sleeper coach built and now run by German operator Welter Tours.*

# Confusion reigns in Manchester

COMPETITION for this week's Most Confusing Press Release Award is heated, with Greater Manchester PTA leading the field.

GMPTA announces a new fare structure for people using travel tokens. According to the release, passengers could be using tokens OR a permit OR both.

Now they will need a permit AND the tokens. To use the tokens you must live within 30 miles of Manchester. Passengers can use them until they run out.

But if passengers still want tokens, they now have to get a permit. You get that when you buy the tokens. And you become a Registered Token User.

But, there's a leaflet to use if you want to apply for the permit. Providing you are eligible for the tokens. Simplicity itself.

Of course, if you want to



switch to the concessionary fares scheme, you can't use the tokens so you must hand in the Token User Permit so that you can get a Concessionary Fare Permit.

Passenger levels falling? QED.

OR what about Yarsley Quality Assured Firms LTD, whose press release is so obscure even the warped minds of the *Mealstop* team cannot figure it out.

It appears to be a kind of independent British Standard organisation... but that's just a guess.



*'I see the recession is beginning to bite.'*

OUR thanks to cartoonist Dave Follows for letting us reprint this amusing creation, which appeared in a publicans' newspaper.

● A LIVERPUDLIAN girl owes her life to Silver Coach Lines' driver Kenny Hall, whose quick thinking on an Austrian ski tour kept her breathing until an ambulance arrived.

The girl, from Maricourt High School, Maghull, was under treatment for an illness and stayed aboard the coach while fellow pupils skied. But she then

collapsed, and Kenny put his first aid experience to work while his co-driver got an ambulance.

'His prompt action undoubtedly saved one of the youngsters,' said a letter from the school to Silver Coach Lines.

Well done Kenny. The industry needs more people like you...

# A limited e

Paramount 5000 LE

Since its introduction in 1982, Paramount has outsold its competitors every year. Improved quality, greater comfort and smoother styling make the 1991 Paramount the best ever – as well as the most successful.

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# The King's Ferry picks Mercedes

THE Kings Ferry has added a near-new Mercedes 0303 to its fleet of five aimed at corporate and conference markets.

The last five new 0303s in the UK were snapped up by The Kings Ferry in a spending spree late last year.

Now, Yeates' man Tony Redford has completed the six-vehicle requirement for the Club Cars venture with this top-specification coach from Scarlet Band's well-maintained fleet.

All the new 0303s are 49-seaters with ABS anti-lock brakes, ASR anti-skid acceleration, EPS electronic shift gearboxes and Voith retarders. Internal equipment includes full Sutrak air-conditioning, Webasto



climatised independent heating, twin-screen video, fridge, hot drinks unit and courier seat. The secondhand vehicle lacks EPS.

The Mercedes coaches are the most luxurious in

the fleet, said managing director Peter O'Neill, who confesses to having a soft spot for the 0303.

'The Scarlet Band coach is a credit to the firm - it is virtually as good as new.'

'Mercedes offer excellent

back-up, and that's of primary importance. What's more, passengers who normally drive a Sierra GL can relate to the Mercedes name as being a vehicle of quality,' he told Coachmart.

# Beavers head for Midland Bluebird

RECENTLY-privatised Midland Bluebird's first new buses are two Reeve Burgess Beavers on Mercedes-Benz 609D.

Midland Bluebird was purchased last year by Grampian Regional Transport from the Scottish Bus Group. It runs around 270 buses and coaches in central Scotland and its acquisition effectively doubled the size of Grampian's operations.

The two Beavers - Midland Bluebird's first new vehicles since 1987 - are being used to improve services in Stirling.

Managing director Colin Smith said: 'Our Stirling local services were operated by a mixture of traditional big buses and minibuses based on van conversions with limited capacity. We could see scope for improving the frequency and increasing the capacity of one of our busy cross-town services to the university and decided two 25-seaters were what we needed.'

THIRTY minutes after collection from Hughes DAF of Cleckheaton, the first Ikarus service buses to be sold in the UK entered service.

Yorkshire coach and bus operator Pride of the Road is using the 50-seater buses on its commercial Leeds to Bradford local service in competition with Yorkshire Rider. One is the UK prototype (Coachmart, August 9, 1990) and the other with consecutive registration



Midland Bluebird: first buses since privatisation.

## Buses go straight to work



is the first production model. They replace Leyland Nationals and bring average fleet age

down to nine years.

Based on DAF SB 220 underframe, the Hungarian-built Ikarus

steel framed bodywork features stretched steel side panels and stainless steel wheelarch and entrance steps. Said manager Paul Rotter:

'They are built for a long life - they're here to last.'

The Ikarus City Bus has 1260 mm door width and 330 mm first step height for ease of boarding and alighting. Standard Vogel bus seats are fitted, trimmed in textile over fire retardant polyurethane foam cushions and squabs.

You've been buying... You've been buying... You've been buying... You've been buying... .

# John Tansey buys first new coach

JOHN Tansey's coach business came of age with its first new coach after 21 years in business.

The new Caetano-bodied DAF MB230 has other claims to fame - it's the company's first DAF, its first Caetano and the coach featured in this week's *Coachmart* road test (see page 22).

Purchased from Salvador Caetano UK shortly after Mike Morgan's hands-on experience, the latest pride and joy of Tansey's ten-coach fleet has prompted a favourable reaction from passengers. 'It's been fantastic,' said Mr Tansey.

Despite a terrible January he is encouraged to look forward to a good year. 'I feel that in a recession, the coaches will move - phone enquiries have certainly picked-up.'

A Volvo B58/Duple Dominant II was traded-in after



five years' use.

Making comparisons with this and other coaches in the fleet, Mr Tansey observed that the Caetano seats did not recline to the same degree.

The new coach will be used on excursions/tours/continental trips alongside a Bova Europa and Jonckheere-bodied B10M.



## Reeve Burgess celebrates biggest Scottish bus order

SMT Omnibuses of Edinburgh is taking delivery of its first new buses since privatisation last year.

On order are thirty Reeve Burgess Beaver-bodied Renault S75s - Reeve Burgess' biggest single Scottish order.

The first six are now on commercial services in Bathgate and tendered rural services in Lothian and Strathclyde and the remaining 24 will be delivered in the spring for operation in Edinburgh.

SMT Omnibuses was formerly Scottish Bus Group subsidiary Eastern Scottish. Mike Mitchell, operations director, says:

'Having taken over the ownership of the company we not only want to maintain standards, but to improve them.'

'The replacement of conventional big buses on local services in Bathgate by modern midibuses built to Diptac specification demonstrates our commitment to this aim.'

Marketed as the Bathgate Bairns, the first six are named after local celebrities.

A naming competition involving local schools led to two schools winning the use of one Beaver for a day each for a trip of their choice.

## Leicester CityBus changes direction

LEICESTER CityBus has re-introduced full-size single-deck buses following a re-appraisal of the company's operations.

Six Dennis Falcons are being delivered in a new maroon/white/gold livery for use alongside 220 double-deckers. Explained CityBus chairman Geoffrey Hilditch: 'After careful examination of loadings we identified certain routes where we felt a modern single-deck bus would provide our customers with a better service.'

We have had continuing successful experience with Dennis products so the Falcon was the obvious choice when we started looking at single-deckers.'

The CityBus Falcons have Gardner 6HLXCT engines and Voith automatic gearboxes. These, together with other chassis components, give a high degree of commonality with the company's newest Dominators.

East Lancs EL2000 bodywork is fitted which has 48 seats and luggage pen. Standee provision for 24 makes them 72-passenger vehicles.

Among the fleet of 123 Dominators operated by CityBus is the first production model which has now covered over 600,000 km and has just been overhauled for further service. It has been restored to its original Leicester City Transport livery and earmarked for future preservation.



# Keep up your fleet profile



WE providers of bus and coach facilities are not as unique as some care to imagine.

We certainly have something in common with farmers.

There are 30,000 combine harvesters in service in this country (compared with 72,000 PSVs) but only 1,300 new combines sold each year. This said, a concerned spokesman for the farmers indicates a 23-year replacement cycle.

Were that true, it hardly seems to be a disaster, given the short working season of a combine. Even a 23-year-old may have done as little as 250 weeks' work.

Scraping a 23-year-old harvester is the rough equivalent of sending a five-year-old bus to the breaker's

yard.

When Mark Twain wrote 'There are lies, damned lies and statistics,' he could have been foreseeing this misleading statistic.

For it totally ignores the fact that the acreage in arable cultivation is rapidly falling and thus the need for combine harvesters waining.

And so it is with us. Spokesmen for our industry continually quote a similarly misleading replacement cycle statistic, inciting us to believe we are in terminal decline - conveniently forgetting that the yesteryear combination of new bus grant and 100 capital allowances induced the industry of over-stock and over-replace in the past. They also ignore the fact that the combination of increasing personal affluence and decreasing Local Authority spending on public transport

will reduce the number of coaches and buses needed in the future.

There is another oft-voiced thought which I view with some suspicion that new coaches generate new and better work. What I believe to be the case from my own experience and observing others is that the acquisition of new, or better, vehicles invokes a sharpening up of marketing - even if only to meet the payments. Vehicles themselves do not attract work like a magnet, but marketing does. I know some very successful operators who have never had a brand new vehicle.

But, coming down to earth, whatever statistics and our interpretation of conventional wisdom may tell us, one thing sticks out a mile - unless we want to be owners of our very own antiques roadshow we

must replace and update our fleets. I have come to the conclusion that my personal replacement vacation is over. Interest rates, despite the odd tinkering with half percentage points, are likely to remain high, so prices and marketing effort must be geared to recoup whatever is needed. Then, if the cost of borrowing does really fall, there is a bonus. Who wants to return to the old normality? It was not that brilliant anyway!

There are bargains to be had, business to be gained, less competition as operators go out of business, and the need to be suitably equipped to deal with all the tomorrows yet to come.

I am not planning to do anything too mad, you understand, just getting back to maintaining a reasonable fleet profile.

## Business is about making money

I AM almost Bedford-less and sad I am to see these good vehicles going, but advance we must.

About three years ago, to cope with increased bus service demands and some lower grade coaching work, I purchased some 1980 ex-Barton dual-purpose Bedford 53-seaters.

They have just sold, despite a depressed market, for only £2,000 each less than I paid for them, having taken some £100,000 or more each during the years of my ownership.

They have not been expensive beasts to own or maintain and have thus made a significant contribution to profits.

The drivers too are sad to see them go.

On semi-rural bus operation, they actually preferred to drive these manual Bedfords than semi-automatic Leopards.

It all makes me wonder whether there is not still a market for a well-designed yet basic, functional, and inexpensive PSV.



**Bedfords:** Marksman says he found the workhorses were inexpensive to own and maintain.

I was never interested in the distinction between a lightweight and a heavyweight.

My business is carrying people, not steel. It is only the money-making potential of a vehicle specification that matters to me.

In that context, I am fascinated that the designation 'Public Service Vehicle' will not be used in the new driving licence nomenclature.

They become PCVs - Passenger Carrying Vehicles. Presumably, this terminology will spread to other legislative definitions before too long.

Not before time! The sooner we wean ourselves from the silly notion that we are second cousins of the Welfare State, doing our selfless bit of good in the public service and all that guff, the better.

We are, or should be, in the business of making as much money as we can out of the business of moving people in bulk in our passenger carrying vehicles.

Once we have exorcised the highfaulting concept of dedication to public service we may come to recognise that a PCV is a 'Profit Creating Vehicle.'

Then we will all be on target.

## Food for thought

I SPOKE at the BCC Dinner with a well-known industry character and was somewhat taken aback when, in reply to my enquiring how things were with him, his response was: 'It would be better if your firm did not do jobs for £140 which another operator had done for years and charged £250 for it.' Subsequent investigation showed that a local operator had indeed done this multi-coach 'out on Friday, back on Sunday' job for some years, without, as far as I am aware, it ever being put out to tender. This year it was subject to a competitive price test and Marksman Coaches won it at £140 per single journey, ie. £280 for the double journey, yielding rather more than £1 per mile throughout. I understand the incumbent operator's price was £285 for the two trips. Not, by a long chalk, the difference being bandied around. I am not infallible. I and my staff do make mistakes, but not usually of that magnitude!

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# Consultant says he who laughs last...

From Keith Bullivant

SIR

It was with interest, and much amusement (he that laughs last laughs longest) that I read the two items in *Coachmart*, February 21.

For the last five years, I have kept a watching brief on the activities of West Midlands Travel, during which time I and local councillors have queried items in the balance sheets of WMT and its subsidiary Central Coachways.

During this time no reasonable reply has been forthcoming from either James Isaac or councillor Bateman, chairman of West Midlands Transport Authority.

Indeed, only in November last, did Mr Bateman state in a written answer to a query on the financial losses of Central 'You are somewhat exaggerating the issue by

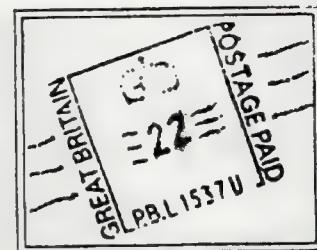
suggesting £1,000,000 was lost by the company over the last two years.'

Given the facts stated in *Coachmart*, together with the letter from Mr Isaac and Mr Colston to their auditors, it might be that £1 million is an understatement when allowing for the hidden operational costs of publicity and advertising events and considerations that have come from the coffers of West Midlands Travel in support of Central.

On the broader issue of funding and its source, I am concerned that poll tax money might well be finding its way into supporting this loss making activity or indeed the travel agency chain operated by West Midlands Travel.

For as I see it, the payments made by West Midlands PTA (the parent overseeing body of WMT) for operation of subsidised services, must ultimately find

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**The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.**

its way into the final accounts of West Midlands Travel.

If this is the case it, of course, puts every other West Midland coach operator at a considerable financial disadvantage, and given the high rate of poll and property tax in the West Midlands I am surprised that these operators have not taken some action, either through their local councillors or indeed with their MPs.

It appears little use to me

moaning about price undercutting between yourselves if you are prepared to sit back and let a public owned company (as a tax payer you own it) undermine your business.

KEITH BULLIVANT  
PSV MANAGEMENT  
CONSULTANT  
WALSALL

## Money could be better spent

From Roger Sexton

SIR

The piece in *Mealstop* (*Coachmart*, February 21) regarding pensioners' free travel, raises issues which merit serious consideration by bus operators.

In those areas where passengers travel free or at a very low flat fare (eg West Yorkshire and Bedfordshire), operators have to confront three kinds of problem.

Firstly, especially where mini/midi buses provide the normal service, there is the danger that fare-paying passengers will be crowded off by freebies. I suspect this is the point of the debate in Plymouth, where Plymouth City Transport operate a successful midibus system.

Secondly, problems arise where a route runs between a 'free' area and one where there is (say) only a half-fare concession. In my native Hertfordshire, I frequently hear on the Hitchin- Stevenage run the complaint 'Why should we Hitchin pensioners pay when the Stevenage pensioners go free?' The bus companies are (of course wrongly) blamed for this problem.

Thirdly, the widespread use of free or near-free pensioners' concessions contributes to the down-market 'social-service' image of which the bus industry is trying to rid itself.

I would abolish all local authority funded concessions (I gather in West Yorkshire alone the cost is over £20 million) and use the money saved to fund better rural, evening and weekend services, better publicity, better bus stations, 'green routes' etc. This would not spell the end of cheap travel for pensioners. National Express and British Rail already offer big reductions to pensioners for commercial reasons. With the abolition of publicly-funded concessions I would expect most, if not all, operators to start offering reductions to pensioners and other 'disadvantaged' members of the community.

ROGER SEXTON  
SENIOR LECTURER LAW  
NOTTINGHAM POLYTECHNIC

## Examiners are not the enemy

From David Aitken

SIR

I would like to take issue with *Marksman's* remarks about 'khaki clad bureaucrats' and the guide to maintenance in *Coachmart*, February 7.

Does this person not realise that many of us at the Vehicle Inspectorate are also engineers, and members of IRTE and that we have had plenty of experience in maintaining vehicles prior to joining the Vehicle Inspectorate? And we do know what we are talking about when advising operators.

He is right about the ultimate criteria being maintaining vehicles in a 'fit and serviceable condition'

and as far as this vehicle examiner is concerned that is what counts.

*Marksman* seems to regard us as some sort of enemy, and the sooner that this attitude is forgotten, and the fact that we are all working towards safer vehicles is remembered, the better it will be for everybody.

Lastly, if you are going to insult people by name calling you should have the courage to put your name to it and not hide behind a pseudonym. You should also get up to date, as we have been wearing blue coats for some time now, and 'blue coated bureaucrats' has more of a ring to it!

DAVID AITKEN  
VEHICLE EXAMINER  
WREXHAM

## Well done *Coachmart*!

From Peter O'Neill

SIR

I have enclosed some details of recent new deliveries. I would like the 'pics' back if possible.

Keep up the good work, I thoroughly enjoy the

magazine each week.

PETER O'NEILL  
MANAGING DIRECTOR  
THE KINGS FERRY  
GILLINGHAM

● See *Fleet Update* page 16.

# Programme ignored the facts

From Roger Stemp

SIR

No doubt, a large number of your readers will have watched the recent That's Life programme on television when the subject of mini bus safety, and in particular, the safety of the seats fitted to these vehicles, was raised.

I am sure that many people within our hard-hit industry will be appalled at the sweeping statements made on the programme, some of which were simply not true, and the overall implication that there are **no** safe mini buses produced in this country.

No doubt your readers will be astonished to know that we were contacted by the researchers to the programme in January, and spent a great deal of time in producing details of the various types of mini buses, how they are produced and the limitations to both the existing legislation and the limits to the safety which can be achieved in these vehicles within the confines of economics, and the physical constraints of the vehicles themselves.

In short, they were given the full facts some weeks before the programme was produced, but chose to ignore them.

We are all aware that there are people within our industry who have very low standards, both in quality and design, who use cheap, weak, untested seats in their vehicles. But this is a small and decreasing sector. More and more companies are aiming for and achieving BS5750 in both quality and design.

Enlightened operators and local authorities

are demanding that the equipment fitted, including the seats, is tested and manufactured to the highest standards.

We, in common with certain other seat manufacturers, have been producing what we consider to be safe seats, fitted with three point inertia belts, for many years. These seats have been tested on dynamic rigs to well in excess of ECE Regulations 14 and 80, and are still striving to make them even safer.

The introduction of higher standards and regulations would surely be welcomed by the whole industry, providing that it is approached sensibly, and in consultation with the industry as a whole.

And providing that the operators and the public understand the cost implications.

There are safe vehicles and safe seats produced in this country, and the passengers carried in these vehicles are as safe as we can make them. There is even a new three point retractable seat belt, marketed and fitted by our sister company Safety Fit Ltd which can be fitted to existing factory produced mini bus seats without removing them from the vehicle.

This cannot give the same degree of safety as a seat designed and tested from the start to take belts, but it is a considerable degree safer than not having any belts fitted at all.

It is now up to Miss Rantzen and her programme to reassure the travelling public, and to state the true facts.

A false crisis of confidence is the last thing which our industry needs at the moment.

ROGER STEMP  
MANAGING DIRECTOR  
TRANSPORT SEATING LTD  
BIRMINGHAM

# Survival is the important issue

From Colin Smith

SIR

I read with dismay, the article in *Coachmart*, February 14 from the High Wycombe operator complaining about what he termed 'road side' operators.

It is quite likely that he, or perhaps members of his family before him (as is the case with our business) started to operate in this same way, and over the years, have acquired a fully equipped operational depot.

Every operator has to start somewhere and in these difficult times, harmony between operators should be more important for us all to survive in future years than an attack on the newcomers, especially by an operator who wishes to remain anonymous.

COLIN SMITH  
MANAGING DIRECTOR  
SMITHS IVINS COACHES  
HIGH WYCOMBE

## Nostalgia Corner

MAKING its debut on the preservation scene when almost 20 years old, this 1965 AEC Reliance is seen here at the 1984 Norwich Rally.

Its 51-seat Harrington Grenadier coachwork has been faithfully repainted in the primrose and brown livery of its original owner, Surrey Motors of Sutton.

Owner Geoff Cochrane purchased the Reliance from Birds Coaches of Ongar, then still in a duo-blue scheme.



Picture: G R Mills of Colchester.

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# DAF'S MB230 MEETS THE CHALLENGE

**The UK still has a strong preference for mid-engined underfloor vehicles despite the cavernous luggage accommodation offered by rear-engined coaches. Mike Morgan road tests DAF's MB230 which combines advantages of both when matched to Salvador Caetano's 3.55 metre-high body.**

If you seek a coach built specifically to do a job very well indeed, read on, this could be the coach for you.

The DAF MB230 chassis with 265 bhp driveline feels just right, and the Algarve high-floor body has looks and features guaranteed to provoke positive customer feedback. When my wife spotted the 3.55 Caetano Algarve in the coachpark, she muttered approvingly 'very smart'.

At this point she hadn't seen Salvador Caetano's executive marketing director Alan Page pondering the prospects of another two day *Coachmart* road test.

Nevertheless, cheered by his characteristic enthusiasm for the Portuguese-built coach, his greeting was a glorious tribute to both bodywork and the DAF chassis. He said: 'It's a very positive coach - no body roll or pitch - a very stable vehicle.'

With these comments he set a challenge that only two days behind the wheel could confirm or deny.

Salvador Caetano's 12-metre coachwork was to standard specification with 53 reclining seats, courier seat, tinted single glazing, soft trim and centre gangway carpet. Extras boosting the net price to £98,347.50 included centre sunken toilet compartment with Shades unit retrofitted in the UK. Refrigerator, boiler and cup rack complete the almost obligatory executive package.

There was no doubt that this vehicle was equipped to satisfy discerning customers. An exterior finish using silver metallic base paint complemented the Holdsworth grey striped moquette interior trim. The overall effect is that of a complete vehicle rather than one conceived as two parts.

This impression is reinforced further when the side flaps are lifted. To the casual eye there are no exposed chassis components. That is not to say routine checks are made unnecessarily.



*Caetano-bodied DAF MB230: a very positive coach which combines the merits of underfloor engine and high-floor coachwork.*

complicated - water and oil checks are easy and body design even allows for straight-forward diesel top-ups from either side of the rear mounted tank. Aided by the highliner concept, the Caetano design engineers have done a commendable job.

Between chassis and saloon floor there is a significant space for luggage. Consequently, the chassis is effectively boxed in. The result is beneficial as far as interior noise levels are concerned. Under all conditions there is nothing more than a distant murmur from the DAF running units. The highest noise measurement is next to the continental door and associated stairwell.

The contrast with earlier 3.2 metre bodied MB200 chassis is very marked. DAF's 11.6 litre engine has a characteristic deep throated roar, capable of producing saloon noise levels nearly 10 decibels higher than on this test coach.

The result is an ideal touring vehicle offering driver and passenger a stress free ride.

## PERFORMANCE

Gear	Ratio	Speed	RPM
1	-	10 mph	2200 rpm
2	5.74:1	12 mph	2200 rpm
3	4.06:1	17 mph	2200 rpm
4	3.34:1	20 mph	2200 rpm
5	2.89:1	28 mph	2200 rpm
6	2.36:1	33 mph	2200 rpm
7	2.02:1	40 mph	2200 rpm
8	1.74:1	46 mph	2200 rpm
9	1.42:1	54 mph	2200 rpm
10	1.17:1	65 mph	2200 rpm
11	1.00:1	70 mph	2200 rpm
12	0.82:1	70 mph	1900 rpm
Rev	6.43:1		
	5.29:1		

## RPM at speeds in top gear

30 mph	800 rpm
40 mph	1000 rpm
50 mph	1400 rpm
60 mph	1700 rpm
70 mph	1900 rpm

## Acceleration

0-30 mph	15 secs
0-50 mph	34 secs
0-70 mph	56 secs
30-50 mph in top gear	22 secs
50-70 mph in top gear	24 secs

\* Lowest comfortable speed in top : 30 mph.

**DIMENSIONS**

Length:	12 metres
Width:	2.5 metres
Height:	3.55 metres
Wheelbase:	6.15 metres
Unladen Weight:	12,840 kg
Gross Weight:	17,000 kg

Highliner configurations thoroughly test chassis suspension tuning. Passing the UK's idiosyncratic tilt test is one thing, but retaining equilibrium in passengers' stomachs is something else.

Although the test was completed without test-weights, the stability of this MB230 was most notable - at least one aspect of Alan Page's claims for the coach has been validated.

**Passenger Impressions**

Aided by full-air suspension and what many regard as the optimum distribution of weight between the axles, the ride quality is good news for your passengers.

Don't bother asking passengers where the engine is because they probably couldn't care.

However, they are certain to have an interest in ride comfort, and this coach scores very high marks.

If passengers are sitting comfortably then there must be a direct spin-off regarding safety. Drivers don't have to counteract chassis deficiencies and can concentrate on giving customers an uneventful journey.

Your passengers gain a favourable impression on first contact with this coach. The step height can be lowered to 30 cm, giving three equal steps before turning to negotiate a pair of 22 cm steps. The entrance is straight-forward and unobstructed - though narrow.

Side casings, roof and luggage racks are soft trimmed with a mix of



The driving position feels right, but the steering wheel partially obstructs the tacho.



Side flaps swing high to give access to good underfloor/over engine luggage space.

needlecord and moquette. A special touch hinting at a hand-finished product, is the discreet use of wood trim. Centre-aisle carpeting and full-draw curtains go hand-in-hand with modern coaches and this DAF/Caetano is no exception.

Fainsa reclining seats are very accommodating - well shaped for comfort, but in need of more thigh support for day-long travel. In addition to armrests and single ashtray, your passengers are treated to the added benefit of built-in footrests. Where provided, the static lap belts are well positioned for comfort - a good point.

Despite the combination of central toilet and 53 seats, the saloon design contrives to be spacious. Gangway width is 38 cm and minimum seat pitch allows 23 cm leg room on the off-side. However, your more fortunate passengers are those who elect for near-side seats where legroom is increased by as much as 10 cm.

Designed specifically for Caetano application, the Shades toilet is a very neat compact design giving adequate headroom for those of us who choose to stand. The sink and cup dispenser are

mounted on top of the unit, whereas the fridge opens into the gangway.

Blaupunkt's audio system never fails to impress with its excellent sound reproduction, and the Autosound fitted system lived up to expectations. Six pairs of rack mounted speakers distribute the sound and the obligatory microphones for courier and driver are supplied.

So far contrasts with the same Algarve 3.55 body on DAF's rear engine chassis have not been made, but should this coach carry a full-load with their holiday cases, then contrasting luggage capacity becomes significant. With SB3000 chassis the capacity is a full 4.3 cubic metres greater - tipping the balance in favour of that more expensive rear-engined alternative.

**Driving Impressions**

This MB230's front mounted radiator narrows the entrance area when compared with its rear-engined stablemate. However, they share the same design of dash which places the tachograph partially out of sight. The adjustable steering column

**FUEL ECONOMY**

Odometer at finish	1823 km
Odometer at start	1063.4 km
Total distance	759.6 km (472 miles)

Section	Fuel Used	Distance	MPG	Av Speed
Trunk route	70.64 litres (15.54 gallons)	254.6 km (158.2 miles)	10.2mpg	39.55 mph
Cross-Country	64.14 litres (14.1 gallons)	252 km (156.6 miles)	11.1mpg	41.76 mph
Motorway	77.28 litres (17 gallons)	253 km (157.2 miles)	9.2 mpg	53.9 mph
<b>Totals</b>	<b>212.06 litres (46.64 gallons)</b>	<b>759.6 km (472 miles)</b>	<b>10.12 mpg</b>	

Fuel Tank Capacity: 105 gallons (maximum range 1062.6 miles)

**ROUTE:** Heather-M1-Leicester Forest East-A47-Peterborough-A15-A151-A1-(refuel)-A64-A166-B1251-B1248-Malton-A64-A59-Harrogate-A59-Skipton-A59-(refuel)-M6-M61-M62-M1-Heather.

allows a comfortable driving position for most drivers, particularly when allied to the excellent multi-adjustable Isringhausen suspension seat.

Cab entry is aided by level floor.

Caetano avoids an awkward recessed floor under the pedals with an angled plate shelving down. This design allows convenient operation of the foot operated exhaust brake with the clutch foot which otherwise rests happily on the carpeted cab floor.

DAF's footbrake is relatively low, but when you're accustomed to it the operation is ideal and reassuring. The accelerator is equally good in use - well weighted.

Unlike the eight-speed gear change fitted to the SB3000 tested (*Coachmart*, August 30, 1990), the MB230 retains ZF six speed with splitter. Some allowance should be made for the low mileage on



**Shades toilet with top mounted drinks unit is specifically designed for Caetano application.**

the test coach, but the gearchange was stiff. Selection of second gear was difficult and engagement of reverse almost impossible. A helping hand from the occupant of the courier seat helps, but drivers are recommended to eat a good breakfast - three Weetabix should do the job, but nothing short of a full fry-up is essential if the gearbox oil is cold.

Visibility from the driver's seat is very good. Mirrors are well located for a good clear view of the rear wheels. Combined with good controls, this good vision makes the coach manoeuvrable in all circumstances.

The windscreen has a very helpful wrap round design and horizontal split towards the top. Serious blind spots are eliminated, but the cord-pull sun blinds leave unprotected strips to the side and centre.

Exterior mirrors are heated - ensuring a clear image at all times, and interior mirrors for both driver and courier give an uninterrupted picture of what your

## COMPARISONS

Vehicle	Unladen weight	Consumption	Coachmart Issue
Bedford YMT/ Cummins 6CT	8300 kg	16.3 mpg	569 January 4, 1990
LAG Panoramic	11900 kg	9.08 mpg	577 March 1
Neoplan Skyliner	15120 kg	8.38 mpg	581 March 29
Leopard/Willowbrook	9880 kg	10.88 mpg	583 April 12
Ensign Charisma	12075 kg	11.6 mpg	585 April 26
Scania K113/Plaxton	11645 kg	9.84 mpg	587 May 10
Javelin/Caetano	10716 kg	11.2 mpg	591 June 7 - loaded
DSB Dubrava	11690 kg	10 mpg	594 June 28
Neoplan Cityliner	14390 kg	10 mpg	595 July 5
DAF MB200/ Duple Laser	10615 kg	11.82 mpg	599 August 2*S/H
DAF SB3000/Caetano	12420 kg	11 mpg	603 August 30
Volvo B58/Plaxton	9,700 kg	10.72 mpg	604 September 6*S/H
EOS	12,340 kg	10.87 mpg	605 September 13
Royal Tiger Doyen	11,673 kg	10.4 mpg	611 October 25*S/H
Plaxton/Duple 321	11,820 kg	10.57 mpg	621 January 10

passengers are getting up to. The high set rear window is not helpful for reversing.

Most instruments and switches are within easy reach. One column stalk operates direction indicators and wipers - very good. The audio system is reasonably convenient in the centre of the fascia, but the two sets of heating controls are somewhat awkward.

Saloon heating is controlled from a panel below the driver's signalling window where they are behind the driver's shoulder.

The cab KL system works well, but requires a short stretch down below the audio system to operate.

A winter test inevitably puts the heating system under scrutiny.

Although the climate in North Yorkshire was decidedly chilly, it was shirt sleeves' weather in the Algarve. Changing the interior temperature requires adjustment of the thermostat - inaccessible from the cab.

Unlike the driver, the courier has the luxury of head restraint. Armrests and sensible flat floor add to the comfort of the tip-up courier seat.



**The electro-pneumatic plug door with large window swings open to reveal a clear unobstructed three-step entrance.**

## SPECIFICATION

<b>Chassis:</b>	DAF MB230 LB
<b>Body:</b>	Caetano Algarve 3.55, 53 Fainsa reclining seats toilet, drinks dispenser and fridge
<b>Price:</b>	£98,347.50
<b>Engine:</b>	horizontal six cylinder in-line turbo charged DAF LB
<b>Power:</b>	265 bhp (195 kW) @ 2200 rpm
<b>Capacity:</b>	11.6 litre
<b>Torque:</b>	800 lbf ft (1085 Nm) @ 1300 rpm
<b>Gearbox:</b>	ZF S6-90 with GV90 splitter
<b>Clutch:</b>	Single dry plate - air assisted hydraulic operation
<b>Retarder:</b>	Secondary - Exhaust Brake
<b>Steering:</b>	ZF hydraulic power assisted
<b>Brakes:</b>	- adjustable for height and rake Dual circuit air split front/rear Front: Discs - Rear: Drums Spring release parking brake
<b>Drive Axle:</b>	DAF 1346 - ratio 4.1:1
<b>Front Axle:</b>	DAF N142 T section
<b>Suspension:</b>	Full air two bellows system Double acting telescopic shock absorbers
<b>Speedlimiter:</b>	Four stage VDO
<b>Tyres:</b>	305/75R 24.5

## Performance

The more this coach is driven the stronger its appeal - particularly the torque delivery over 60 mph. The splitter is very helpful in getting the best out of the engine.

As long as revs are kept above 1,500 rpm, the engine picks-up well.

Consequently, the split from six high to six low is very helpful in maintaining optimum performance.

On balance, the splitter works to advantage. However, momentum is quickly lost if half changes are used where road conditions dictate deceleration followed by a steep climb.

By the time Garrowby Hill was approached, the technique was fully mastered and the DAF climbed the one-in-six without dropping below third low with the engine well in the green band.

Starting from rest acceleration is relatively lethargic. However, once on the move, the DAF/Caetano drives in a competent - if unexciting - way. But, who needs a coach to be exciting? Ride, steering and braking are all first class, and the engine is up to the job.

Performance is not sporty, but the splitter gets the best out of the 265 bhp available. Confidence inspiring controls are well positioned and positive in action, making this package a suitable coach for an operation using a variety of drivers.

Being less powerful than the SB3000 with 288 bhp DVK engine, the engine in the test coach has to work harder. At 70 mph and 60 mph in top gear, the SB3000 is working at 100 rpm less.

Acceleration from rest contrasts unfavourably, but the abiding characteristic of the MB230's pulling power is confirmed by marginally superior top gear times.

Fuel economy from the MB230 was almost a full one mpg worst than the rear engined DAF tested with equivalent bodywork.

Unladen weight on the mid-engined vehicle was marginally higher (420 kg), but it carried two extra seats and costs £4,600 less.

There is a fuel premium paid for extra weight. At 10.12 mpg, the test coach compares unfavourably with 11.82 mpg with the 10,615 kg secondhand MB200 tested last summer (*Coachmart*, August 2, 1990).

However, that Duple Laser-bodied coach was five years old and its engine was thoroughly run-in after 125,000 miles.

## Verdict

If you have a strong preference for mid-engined coaches, then this DAF/Caetano feels right.

It performs without fuss and has sufficient power to maintain schedules. The test route was negotiated as efficiently as the best, and passengers are well catered for.

Perhaps Alan Page was right. It is certainly a coach deserving your attention.



*Caetano/DAF MB230: does everything well.*

## AT A GLANCE

**Ride Quality:** Very stable - no pitch or roll (at least while empty). Very comfortable passenger ride. Not affected by gusty side winds.

**Steering:** Excellent - well weighted. Very steady at speed with no vibration or road shocks felt through steering column. Wheel adjustable for rake and height. Very good steering lock keeps drivers out of trouble.

**Braking:** Exhaust brake noisy but effective - foot pedal conveniently located for left foot. Footbrake gives powerful and controlled stops.

**Noise:** Very quiet. Mechanical noise unobtrusive as a consequence of effective double insulation from twin floors - underfloor locker and saloon.

Meter readings - Front: 72 db(A)  
Centre: 74 db(A)  
Rear: 70 db(A)

**Luggage Accommodation:** High floor (3.55 metre) build gives extensive underfloor luggage area, which combines with the conventional rear boot to give 10.5 cubic metres of space.

Full length interior luggage racks will not support an executive briefcase.

**Security:** Ignition switch incorporated in column lock. Key required for all side lockers, continental door and emergency door, but not passenger plug door which is locked from inside only.

**Heating:** KL system with separate controls for cab and passenger saloon. Car type controls for cab/demist are low down in front of gear change. Saloon system is ducted along each side and controlled by switches underneath the drivers side window.

Both systems are powerful and effective.

**Ventilation:** Sliding drivers' and couriers' windows. Two Britax opening roof vents. Individual forced air vents and rear extractor fan.

**Lighting:** Individual reading lights. Twin roof mounted fluorescent saloon lighting with dim facility.

Headlamps incorporate fog lamp. Additional spot lights fitted.

**Handrails and Guards:** Grab rail left of entrance.

Weekly report on law and the coach operator by Michael Jewell

**LEGAL NEWS**

• OPERATORS are generally satisfied with the Vehicle Inspectorate and the services it offers, according to a study by independent market researchers.

The study, conducted by MIL Research Ltd, found:

- 89 percent of operators satisfied with the booking methods for PSV tests.
- 86 percent expressed a strong preference to continue with a booking system rather than to queue for tests on demand.
- 96 percent judged the content of the test as about right. But 38 percent wanted more information on the reasons for test failures.
- 79 percent regarded test fees as fair.

The study, based on over 500 interviews with operators, also identified significant operator interest in the provision of new services - especially voluntary brake tests (69 percent), the sale of spares at test stations (51 percent) and, from larger operators, pre-funding of tests (52 percent).

*More details on the report from Alan Wilson at the Vehicle Inspectorate in Bristol. Tel: 0272 543236.*

• THE full driver's hours regulations were reintroduced by the Government on Sunday, February 24.

The rules had been relaxed on February 8 during the very cold weather to help operators catch up on a backlog of work and allow for extra journey time (*Coachmart*, February 21). Roads and traffic minister Christopher Chope has made orders revoking the exemptions.

The regulations limit driving times and prescribe minimum rest periods. Sunday, February 24 was the start of a new cycle for the fortnightly driving limit and for rest compensation.

• FOLLOWING the reorganisation of the traffic area offices (TAOs), the metropolitan traffic area office will close.

After May 31 this year, responsibility for licences issued by the metropolitan area will be carried out by the eastern and south eastern TAOs.

The eastern traffic area office is at Terrington House, 13-19 Hills Road, Cambridge and the south eastern office is at Ivy House, 3 Ivy Terrace, Eastbourne.



**ALLAN Holcroft - trading as Almin Travel, of Heywood - has been cleared of unlawfully employing his nephew to drive a public service vehicle when not the holder of a PSV driving licence.**

Prosecuting for the North Western traffic area at Middleton magistrates court, John Heaton said a public service vehicle was defined in the 1981 Public Passenger Vehicles Act as a vehicle adapted to carry more than eight passengers, used for hire or reward.

The defendant's nephew, Christopher Holcroft, had been convicted in November of driving one of Mr Holcroft's public service vehicles when not the holder of a PSV

**Allan Holcroft said he was unaware his nephew had taken the vehicle.**

driving licence, being given a conditional discharge.

The defence agreed that the vehicle concerned was a public service vehicle and that it had been driven by Christopher Holcroft.

The issue was the question of 'employment.' The prosecution case was that the words 'knowingly' or 'permit' were not used in the statute, and therefore this was an offence of strict liability.

There was a statutory defence if the employer could prove he had taken all reasonable precautions and exercised all due diligence to avoid the commission of any such offence.

It followed from Christopher Holcroft's conviction that if the vehicle was a public service vehicle, it was being used for hire or reward by someone.

DTp traffic examiner Michael Power said a 12-seater Ford minibus had been stopped in an organised PSV

check last July. The vehicle was carrying two children. The driver, Christopher Holcroft, said it was being used on a council contract to convey children to and from the Birch Tutorial School in Middleton.

He admitted he did not have a PSV driving licence, saying that he did not know he needed one. He said he was employed by Almin Travel.

Traffic examiner Gary Shepherd said he interviewed Allan Holcroft, who admitted that he owned and operated the vehicle and that it was being used for hire or reward when it was stopped in July.

He said he was not aware Christopher had taken that vehicle, as he was out on a job at Blackpool at the time. Christopher had known he had a job to do but he took the wrong vehicle after the Sherpa eight-seater he normally drove had broken down. There was an identical looking vehicle with only eight seats which he should have taken.

In reply to Ian Mann, defending, Mr Shepherd said the two Ford Transits were both painted blue and looked similar. However, the 12-seater would have had an O-licence identity disc in the windscreen.

Allan Holcroft said he specialised in school contract work. At the time, he had three public service vehicles and two eight seater contract vehicles. The additional seats in the 12-seater Ford Transit were at the back. He had been training his nephew for the PSV driving test, and he had worked part-time for him for about eight months. Christopher occasionally drove the 12-seaters when there were no passengers on board.

He had sacked his nephew the same day, and had since employed another driver and come off the road so that he was now in the garage all the time, said Mr Holcroft. He had got rid of the eight-seater Ford Transit so that the same mistake could not be made

again. He had not instructed Christopher to drive the 12-seater on the day in question. On that run the most Christopher would have had to carry was five children plus an escort.

He had been told he must not drive the 12-seaters with passengers on board.

Questioned by Mr Heaton, Mr Holcroft said he had paid Christopher, and that he had been employing him. He agreed Christopher had been driving in the course of his employment on his contract, but said that he had been driving a vehicle without his permission.

He did not know why Christopher had said he did not know he needed a PSV driving licence. He agreed that the various ignition keys were not marked.

Christopher Holcroft said

**Nephew said he had misunderstood his uncle's instructions.**

he thought he needed a PSV driving licence to drive the big 49-seater, but he had not known that he needed one for the 12-seater. His uncle had told him he could only drive eight-seaters and he had never picked up more than seven passengers.

On the day concerned, the battery of the Sherpa was flat. The fitter told him to take the Transit and he got into the nearest one. He did not know one had eight seats and the other 12.

He had thought that if he did not have more than eight passengers he was alright. He had misunderstood the instructions given by his uncle.

In reply to Mr Heaton, he said he did not think it mattered as he was only picking children up.

Mr Mann said it had to be conceded that more precautions could have been taken to avoid the commission of such an offence. However, Mr

**Weekly report on law and the coach operator by Michael Jewell**

◀ Holcroft was not charged with 'permitting' Christopher to drive the vehicle, but with unlawfully employing him to do so.

Mr Holcroft had not employed Christopher to drive public service vehicles. Christopher had taken upon himself to drive the 12-seater and in so doing he had gone outside his terms of employment. It was not accepted that this was a strict liability offence. Christopher

had been specifically engaged to drive non-PSV vehicles. An employer was not responsible for everything an employee did.

Mr Heaton argued that the elements of the offence were established, saying the evidence was that Christopher had been employed to drive one of Mr Holcroft's vehicles on the contract concerned.

It was not disputed that the vehicle was being used as a

public service vehicle and that Christopher was unlicensed. There was nothing in the wording of the statute that suggested guilty knowledge was necessary before the offence was established. There would not need to be a statutory defence if the prosecution had to establish knowledge or permission on the part of the employer. A mere verbal instruction was not enough when other elementary

precautions could have been taken to prevent an unlicensed driver from driving, such as having a key holder or labelling which of the two near identical vehicles was a PSV.

Mr Holcroft could not establish the defence of due diligence, as there was so much more that he could have done.

In dismissing the charge, magistrates made a defence costs order.

**Court case raised doubts over company's repute**

THE prosecution of a director of Dace Executive Coaches Ltd, on a charge of reckless driving, at Doncaster Crown Court, had raised doubts about both the repute of the company and its financial standing.

This was said by the Eastern traffic commissioner Brigadier Compton Boyd when the company, of Bramley, Rotherham, appeared at a Nottingham disciplinary inquiry.

Brigadier Boyd said the company was granted a four-vehicle licence in June 1990, which was due to expire at the end of May 1995.

According to a press cutting, when a director, David Welsh, was given a six months' prison sentence, suspended for one year, and disqualified from driving for 12 months at the crown court, he had said that if he lost his licence the company would go to the wall and he would be in the bankruptcy court.

The report went on to say that the court heard that Mr Welsh regularly drove himself as he could not afford another driver. Counsel for Mr Welsh said there was a £20,000 overdraft, that £6,000 was paid out on hire purchase, £500 on garage rental and £4,000 in wages each month.

Mr Welsh took nothing out of the business and relied on tips from passengers. It could mean the loss of everything, including his house, which he had put up as collateral for loans.

After hearing financial evidence in private at the request of the company, Brigadier Boyd said the company could lose its repute through the actions of any of its agents, employees, drivers and directors. Here a director, who was known to drive its buses, had been convicted of reckless driving, albeit in a private car.

Questioned by the commissioner, Mr Welsh admitted he had not returned his PSV driving licence following his disqualification from driving. He maintained he had not driven a public service vehicle since, except in the company's yard. Brigadier Boyd pointed out that Mr Welsh should have returned his PSV licence as soon as he lost his ordinary driving licence.

However Mr Welsh was licensed in the North Eastern traffic area and that was a matter between him and the commissioner for the traffic area. After Mr Welsh said he was still innocent, Brigadier Boyd pointed out that he could not retry the case and as far as he was concerned Mr Welsh had been found guilty of an extremely serious offence.

Mr Welsh said an appeal against both conviction and sentence had been lodged. The alleged offence had taken place in November 1989, when he was working for Dunnline of Nottingham, and before Dace Executive Coaches had applied for a licence. There had not been any accident.

### **Commissioner warns operators to keep 'their nose clean.'**

Another director, Mrs A J Murrie, said they worked as a team and neither of them would tolerate reckless driving from any of the company's drivers, including themselves.

Mr Welsh said his conviction had not affected the business. In fact, business had increased as he had had time to get out and see people since he had not been driving.

In reply to Brigadier Boyd, Mr Welsh said he had no other convictions, though he had received one or two fixed penalty notices.

They ran the business as it should be run. There were no problems over maintenance. If the licence was revoked four or five drivers would be on the dole. Brigadier Boyd said Mr Welsh would have to explain the reason why to the drivers concerned.

Anyone who held a PSV operator's licence had to look after it.

After Mrs Murrie said there had not been any adverse reaction from the companies who they worked for, Brigadier Boyd said it was what he thought that counted.

Questioned further, Mr Welsh said the company had lodged an application to increase the vehicle authorisation on the licence as it was seeking to purchase Webster & Sons, of Hognaston. That had been put on ice pending the result of the current hearing.

Taking no action, Brigadier Boyd said he was satisfied enough about the company's financial situation not to revoke the licence on that ground. However, he wanted confirmation that the bank would continue to grant the company a £30,000 facility and of the balance of that facility on January 31. He also wanted confirmation of the arrangement whereby Mrs Murrie's mother, Mrs Dace, had lent money to the company. He would also like a set of accounts for the six months' to the end of February and he might well not make any decision on the application for additional vehicles until he had seen those accounts.

On the question of repute, Mr Welsh, who was the driving force behind the company, had made it vulnerable by his action. On this occasion, however, said Brigadier Boyd, he concluded that the company had not lost its repute.

He warned that people had to keep 'their nose clean' when they were in the transport business, saying that if they got convictions of this sort they were toying with their business and those who worked in it.

- THE authorisation on the licence held by Armstrong's Motor Services Ltd, of Consett, has been reduced from 18 vehicles to 15, at a Newcastle-upon-Tyne disciplinary inquiry. Its duration was also cut so it now expires at the end of February.

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# COACH!

## TOURS & EXCURSIONS

# Big opportunities for coach operators at MOOT

MOOT, the English Tourist Board's annual tourism exhibition, is the year's best opportunity for new and established attractions to launch their products and to meet the coaching industry.

At this year's MOOT at the NEC Birmingham on April 17-18, first-time exhibitors, Derbyshire's American Adventure theme park will be launching a new ride area 'Mexicoland' and south coast-based Garden Paradise will be unveiling a new exhibition, Planet Earth.

Other new faces include Hornsea Pottery, while Animation World, based at Liverpool's Albert Dock is

being launched.

Also new to the show are the Pearl and Gold group which includes Cornish Goldsmiths, the Newquay Pearl Centre and the Isle of Wight Pearl Centre.

Two London attractions making their debut at MOOT are Times of Westminster, a multi media film presentation and Tower Hill Pageant, London's first dark ride museum.

Granada Studio Tours is using the show to promote its new 3D cinema and various other new attractions to coach operators, while Whipsnade Zoo is celebrating its Diamond Jubilee with a

diamond competition on its stand.

The Wedgwood Visitor Centre is introducing the Lichfield Wedgwood Collection, a group day package of a Lichfield city tour and a visit to the Wedgwood Visitor Centre, together with a joint venture with the Earl of Lichfield's Shugborough aimed specifically at coach operators.

**Coach operators wishing to attend the event should contact:** The MOOT 91 Office, English Tourist Board, Thames Tower, Black's Road, London W6. Tel: 081 846 9000.

## Winter packages on offer

Bournemouth Tourism has prepared a special package of winter hotel breaks for tour operators, with discounts of up to 50%.

The packages are for the November-March 1992 period and have been produced to meet growing public demand.

'Bournemouth is active throughout the winter and two-star hotels are particularly good value, with up to 50% off main season rates in some cases,' said Paul Buck, Bournemouth's Travel Trade Manager.

Bournemouth Tourism will be on Stand 247 at MOOT at the NEC, Birmingham (April 17-18).

More details from Paul Buck, Bournemouth Tourism, Westover Road, Bournemouth BH1 2BU. Tel: 0202 291718.

## Vimto gives a sparkle to Quarry Bank

A special series of events has been lined up for the coming months at Quarry Bank Mill, Styal, Cheshire.

Starting off the new season is a special exhibition - Vimto, The Story of a Soft Drink.'

The exhibition, which runs from March 21-May 8, features a unique range of showcards, advertisements, historic photographs and memorabilia, telling the fascinating story of the 83-year-old soft drink and the social history of the 20s and 30s that surrounds it.

But there's plenty more to see at the Mill, which was built in 1784 and powered by water to spin, and later weave, cotton.

Demonstrators in the Mill unravel the developments of the cotton industry, from handspinning at home to the gruelling lives of the millworkers among the noisy weaving looms.

Historic machinery spins and weaves the cloth that makes

up the range of calico gifts and clothes which can be bought in the Mill shop.

Visitors can see the giant waterwheel turning at the heart of the Mill, while the Apprentice House garden is growing the same fruit and vegetables.

Open: Mill - April-September, daily 11am-5pm; October-March, Tuesday-Sunday 11am-4pm; Apprentice House and Garden, Easter, July-September, Christmas, as Mill; rest of year, weekends as Mill, Mondays closed, Tuesday-Friday 2pm to Mill closing time.

Group rates: Exhibition free, Mill rates on application.

**More details from:** Alice Ferguson, Quarry Bank Mill, Styal, Wilmslow, Cheshire SK9 4LA. Tel: 0625 527468.



## Fun-packed events lined-up at Scotland's Travel Fair

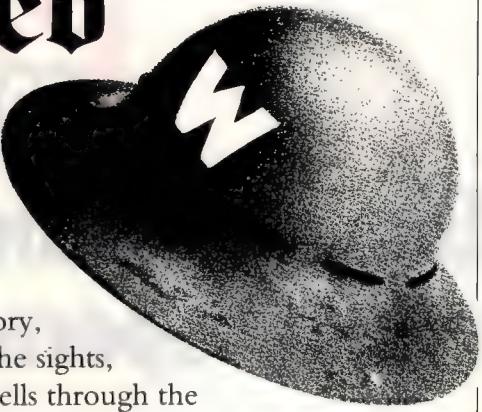
Getting ready to lay on the entertainment at Scotland's Travel Fair are this quintet from the Scottish Tourist Board's Travel Trade department.

The team has been busy rehearsing for the Karaoke Bar which will be one of the many entertainments laid on for the big event. At the piano is Bill Legg, while crooning the melody are, from left to right: Katie Rutherford, Liz Young, Isabel Fisher and Maureen Thomson.

\* The sell-out travel fair is being held at the Inglisston Exhibition and Trade Centre in Edinburgh on March 21-22.

More information from the Scottish Tourist Board, 23 Ravelston Terrace, Edinburgh EH4 3EU. Tel: 031 332 2433.

# Luftwaffe sighted on Tower Hill



The Luftwaffe have been sighted at Tower Hill in the City of London – as have Romans, Viking hordes, and Christopher Wren.

From late Summer 1991, visitors to London will be able to experience the same sight; London's first dark ride museum, illustrating 2,000 years of the City's colourful history.

Developed by the Culverin Consortium in association with the Museum of London, the Tower Hill Pageant will be a major new tourist venue.

The Pageant is located within the Tower Hill Vaults, next to the Tower of London. Visitors will travel in automated cars through

the City's history, experiencing the sights, sounds and smells through the latest display techniques.

Within the Pageant the Museum of London is staging a unique display of waterfront archaeological finds, and the complex also includes shops and restaurants.

The Tower Hill Pageant will cater for over 500,000 visitors a year, appealing to domestic as well as overseas tourists.

A special leaflet has been prepared for tour operators and the travel trade. For your copy just send the coupon below, or call us on 071-924 2465.

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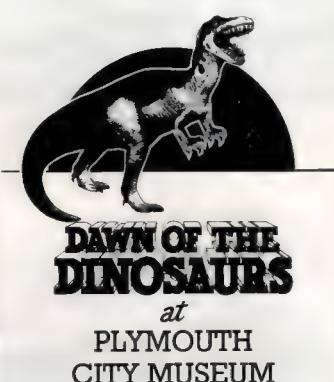
# Dinosaurs are on display

Tens of thousands of visitors are expected to flock to the 'Dawn of the Dinosaurs' exhibition which opens at Plymouth City Museum this summer.

Original dinosaur material from Britain, Germany, Africa, America and Mongolia will form the core of this major exhibition.

Visitors will first enter a Victorian gaslit world to examine some of the first dinosaur bones to be discovered; then to a modern laboratory where the latest techniques are used to provide a more sophisticated means of reconstructing the past.

Next stop is a stark desert where the first dinosaurs lived, reconstructed to display



some of the early dinosaurs and the diversity of plants of the time.

There's a great 'corridor of fame' in which the 20 or so best-known dinosaurs are

shown graphically, to scale.

There will be a dinosaur shop with a wide selection of books, models and souvenirs; education packs; education room with a handling collection of original dinosaur fossils and 'Dawn of the Dinosaurs' wall chart.

Open: May 4-January 31, 1992. Tues-Sat 10am-5.30pm; Sunday and Monday 2pm-5pm (schools only: Monday 10am-1pm)

Group rates: Available on request; pre-booked educational parties 50p.

**More details from City of Plymouth Museums, Drake Circus, Plymouth PL4 8AJ or Tristram Besterman, curator, on 0752 264878, ext 4550.**



## Women in leather exhibition opens

A new exhibition - 'True stories - Women in the Leather Industry' has opened at Walsall's Leather Centre Museum.

The exhibition uses sound and pictures to tell the story of Walsall's leatherworking women from the last century to the present day, covering the jobs they did, their social lives and the enormous changes brought about by war.

Museum staff have also carried out a series of interviews with both working and retired female leatherworkers to build up a lively picture of the industry over the last 70 years.

Open: Now-May 5, daily except Mondays.

Group rates: Free admission.

**For more details contact Walsall Leather Centre Museum, 54-57 Wisemore, Walsall, W Midlands WS2 8EQ. Tel: 0922 721153.**

## Hissing Sid stars at MOOT

London Zoo and Whipsnade Wild Animal Park have teamed up at this year's MOOT and are bringing a very special guest along with them!

The two wildlife attractions will be introducing a unique personality on Stand 220 - one of Whipsnade's slithery residents. If you've always

wanted to make friends with a snake just pop along to the stand on either show day between 11am-12 noon and 2pm-3pm.

If you can't stand snakes, don't worry, London Zoo will be promoting its new guided tours for groups, while Whipsnade is celebrating its Diamond Jubilee Year with special events.

## Customline solves those continental problems

Sally Ferries has launched Customline - a free service which takes the hard work out of organising a successful coach excursion to the Continent.

Customline provides:

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Destinations currently available are: The Ardennes, Bruges, Dunkerque, Efteling, French Country Chateaux, Ghent, Lille and Paris.

Although not the shortest cross-Channel route at two and a half hours, Sally's five daily return sailings from Ramsgate to Dunkerque give your drivers and passengers a well deserved opportunity to relax.

Day excursions cost from as little as £100 for 7.1-10 metre coach and 20 adults. Short breaks - up to 120 hour return - for the same vehicle start at £260, and a period return costs £20 extra.

The Scandinavian-owned ferry company offers the ideal opportunity for a meal on a Channel crossing. In addition to Smorgasbord (£10.50 for adults), passengers can opt for cheaper light snacks in the brasserie. For meals for groups of 20 or more booked in advance, there is a ten percent commission.

Duty free shopping is enhanced on both Sally Star and Sally Sky with the addition of Benetton clothes at a significant saving on high street prices.

Coach parties should arrive at least one hour before departure. With Gulf War-inspired stricter controls at both terminals, late arrival will jeopardise a place on board the desired sailing.

**For more details contact: Sally Line, Argyle Centre, York Street, Ramsgate, Kent CT11 9DS. Tel 0843 595566, Fax 0843 850503.**

# SEALINK<sup>STENA</sup> LINE

## EARLY RISER DAY TRIP

Great value Day trips to Calais from only £8.95 - and that includes breakfast!!!

Every Tuesday from April through to December (excluding July and August) pick any sailing between 0400 and 0815 and we will give your customer a hearty special English Breakfast. The perfect start for a day trip to Calais or even Paris as you can return on any sailing from Calais on the same day.

### FARES

April/May, June & September ..... £9.95  
October/November & December ..... £8.95



TAX FREE VOUCHER  
when you spend £25  
in the Duty Free  
Shop on Spirits  
and/or Tobacco



## SPECIAL DAY BREATHER TO PARC ASTERIX



A super Day trip to the spectacular home of Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.

The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaullish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

### SAILING TIMES

Outward from Dover	Return from Calais
02.30	20.00
04.00	21.30
05.30	23.00

### FARES

	Monday-Friday		Saturday & Sunday	
	Adult	Child	Adult	Child
April-June	£18.50	£14.50	£20.50	£16.50
July-August	£20.50	£16.50	£22.50	£18.50
Sept-Oct	£18.50	£14.50	£20.50	£16.50

Coach free subject to usual minimum requirements



SEALINK<sup>STENA</sup>  
LINE

LINKLINE

# SPRING SPECIALS

## Take a breather to Ireland

On our Holyhead-Dun Laoghaire route, we have just spent £7 million on the Stena Hibernia and its facilities now range from a free-flow restaurant to a discotheque, a Cinema, to live entertainment from a resident band.

To introduce you and your passengers to this new experience on the route we are offering a fare of only £5 per adult - and for each paying adult, 1 child travels FREE!! Offer details: Available 6 April - 16 May 1991 (except 6 May)

DEPART: Sunday-Thursday 14.45

RETURN: same day 20.45

£5 return per adult foot passenger (carrying no luggage)

## SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

The service starts on 28th June and will be operated by the Stena Normandy - which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

As a special introductory offer, the first 100 coaches to book and travel on the route will be able to claim a 50% refund on the fare (excluding cabin, meals, etc.) which will be redeemable against a future Sealink crossing.

## BOULOGNE MARINE LIFE SPECIAL

Opening on the 18th May is one of the largest and most important sea-life centres in the world

'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a 3000 metres deep tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.



**NAUSICAĀ**

Centre National de la Mer

Outward-Folkestone	Return-Boulogne
07.45/08.45	17.30
10.00/10.15	19.15/20.45

### Inclusive Foot Passenger Fares

	Adult	Child 4-13
16 May-30 June	£11	£9.50
July-August	£13	£10.50
Sept-December	£11	£9.50

Coach Supplement - £2.50 per person

**0800 282251 FAX: 0233 646024**

# Lille is ideal French coach tour centre

Just over one hour from Dunkerque and less than 350km (215 miles) from six European capitals, Lille makes the ideal coach tour centre.

Capital of the North/Pas-de-Calais region of France, Lille is at the cross-roads of North West Europe, but offers sufficient attractions to make it a destination in its own right. The A25 motorway assures rapid access by coach from the Channel ports, and Lille's own Peripherique takes you to within a short drive of your city centre hotel.

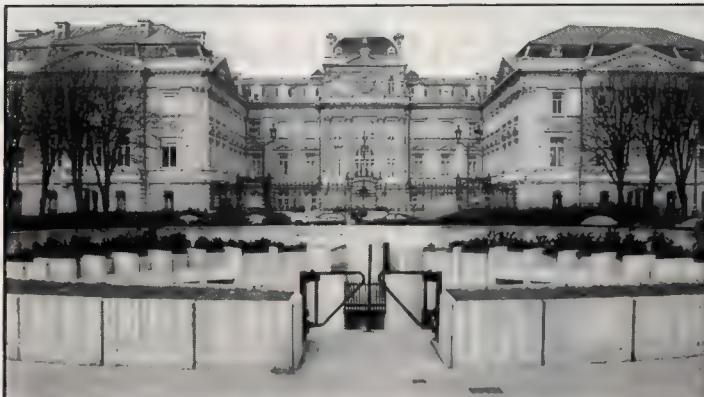
Lille's location and wealth of history puts it firmly on the tourist map. Charles De Gaulle's birthplace can be seen along rue Princesse - one of the many narrow streets which are a feature of the old town before the City came under French control. Wide avenues and grand architecture reflect the strength of the Parisian influence after Louis XIV claimed Lille in 1667.

Three guided tours from the Tourist Office in the Palais Rihour (the former residence of the Dukes of Burgundy) are designed as walking tours of up to three hours duration - sightseeing with a 12 metre coach is definitely restricted to the major attractions such as the Cathedrale Notre-Dame de la Treille, Place de La Republique and the Hotel De Ville (town hall).

Margaret Thatcher and President Mitterand signed the Channel Tunnel agreement in the town hall and a future 'Chunnel' transit centre will push the city into international focus.

This city of 170,000 inhabitants projects a modern image alongside its wealth of history. A fully-automatic (driverless) underground railway provides fast and cheerful transport which helps move tourists, residents and the 50,000 students attending the many universities and colleges.

Louis Pasteur, famous for his work on Pasteurisation, was Dean of one of the City's universities towards the end of the 19th century.



*Above: The Prefecture in the Place de la Republique with Metro station in the foreground*

Each Metro station blends with its surroundings, giving a unique and decidedly French design solution on each site. The imposing 1869 palace of the Prefecture in the Place de la Republique is complemented by a sunken station which is in perfect symmetry with the fountains and surrounding architecture.

Adjacent to the Porte de Paris (an archway with a distinct hint of the French capital) is the mandatory belfry, built in 1932. This adorns the Town Hall which incorporates a fascinating museum of modern art. Featured are exhibits which include a mural depicting Lille's ten centuries of history.

As a member of the Chaine Accueil de France, the tourist office provides a hotels booking service, either in Lille or the North/Pas-de-Calais. The city is perfect either for a weekend



break or a centre for an extended tour with excursions to attractions in France, Belgium, Luxembourg, Germany or Holland.

As long as the French retain their laissez-faire attitude, coach parking is not a serious problem, even if the narrow streets are not conducive to on-street parking.

**For more information contact:** L'Office du Tourisme de Lille, Palais Rihour, Place Rihour, BP 205 - 59002, Lille cedex. Tel 20.30.81.00.

## ■ IN BRIEF

● The South East England Tourist Board is holding a 'Day out in South East England' fair on Saturday at the Historic Dockyard, Chatham.

The exhibition is open free to club secretaries and coach operators and aims to give group visit organisers a chance to plan their excursions for the coming season.

More than 50 exhibitors from Kent, Surrey and Sussex are attending the fair which is open from 10.30am-4.30pm. More information from Gillian Pope on 0892 540766.

● Granada has launched 'Coachmasters', a new scheme for professional coach drivers who use Granada service areas. Membership is free - all the driver has to do is pick up an application form from a Granada service area and send it to Granada. In return drivers get a Coachmasters Passport with details of a new gift scheme, membership number, and newsletter packed with information on long-term road traffic, European travel and news from the theme park industry.

● Coach rates for the annual Whitbread Championships at Badminton have now been announced.

The four day equestrian event is being held from May 2-5 at the Duke of Beaufort's parkland just a few miles from Bath and Bristol.

Coach charges on Thursday, Friday and Sunday is £35 for up to 20 people and £80 for up to 55 people. Saturday's rates are £60 and £160.

Thursday and Friday are dressage days, Saturday is cross-country and Sunday is show jumping. More than 260 trade stands will be at the event.

More information from: the Box Office, Badminton Horse Trials, Badminton, Avon GL9 1DF. Tel: 045 375 or 732.

## Last chance to see the Lego exhibition

There's a last chance to see the successful 'Art of Lego' exhibition, at its original venue, Bodelwyddan Castle in Wales from March 23-June 2.

The exhibition, organised by the Library and Museum service of Clwyd County Council, first opened in the Castle in May 1988. Since then it has attracted thousands of visitors at venues throughout the country.

The exhibition features

specially commissioned Lego pieces by artists, craftsmen, designers, sculptors, engineers and scientists.

They were given a free hand to create whatever they wanted from Lego bricks and the results are fun!

Alongside these commissions, the exhibition explores the history of constructional toys and demonstrates how children learn through constructive art.

The exhibition includes a children's workshop and a shop with souvenirs and Lego kits. Art of Lego worksheets are available for school parties.

Open: March 23-June 2, daily except Fridays, 10am-5pm.

Group rates: Available on request; pre-booking essential.

**For more details contact:** Clare Cookson or Melanie Luke, Bodelwyddan Castle, Bodelwyddan, Clwyd LL18 5YA. Tel: 0745 584060.

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MORE FUN BESIDES.**

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your requirements.

**Oooh!**

Oooh, what a great day out! Over 5,000 rare and exotic animals. Daily events like meet the animals and elephants bathtime. Restaurants, gift shop, new conservation centre. In fact, plenty to do whatever the weather! No wonder London Zoo is so popular with groups.

**Aaah!**

Aaah, there's plenty for the children! Discovery centre, animal encounters and... all the old animal favourites - tigers, apes, penguins, reptiles, insects, elephants, koalas...

**Shhh!**

Shhh, we've got some hush-hush attractions too. Our creepy-n-quiet Reptile House, the sound proofed Aquarium underwater world and the new silent Moonlight World (open May).

**Wow!**

Wow, just look at those group and travel trade benefits! Discounts for 20+, special guided tours, easy coach parking plus free driver's meal and voucher, account billing, catering options, education discounts and more.

For more details clip the coupon and return to:  
Group visits co-ordinator, London Zoo, Regent's Park, London NW1 4RY  
telephone 071 722 3333 facsimile 071 483 4436



London Zoo and Whipsnade Wild Animal Park in Bedfordshire: Britain's most exciting wildlife attractions - the country and city homes of the Zoological Society of London. For more details on group visits and travel trade benefits at Whipsnade Wild Animal Park, telephone 0582 872171 and talk to the group visits co-ordinator.

**YES,** please send me the latest London Zoo travel trade & group benefits pack.

Please use BLOCK LETTERS

NAME \_\_\_\_\_

COMPANY \_\_\_\_\_

ADDRESS \_\_\_\_\_



LZ/23/91

**LONDON ZOO**

POST CODE \_\_\_\_\_

# MAKE YOUR DAY. DISCOVER THE **WYRE** WAY



The Garstang Discovery Centre is the ideal place for the whole family to visit. Walk round and see the many exhibits and displays illustrating the heritage of Garstang and Wyre - the countryside with its varied attractions and the history of Wyre, all interpreted for your enjoyment.

The Discovery Centre  
High Street, Garstang  
Telephone 0995 602125



From coastal towns to beautiful country villages, explore the Wyre world of ever-changing variety.

Marsh Mill-in-Wyre is a fully restored working Windmill, offering a unique opportunity to experience its' history, interpreted in a way that provides the visitor with an unforgettable experience.

At Marsh Mill Village, browse in the many speciality shops for those "different" gifts or call in at The Tavern At The Mill and enjoy cream teas, a meal or a drink.

Entrance to complex is FREE

Entrance to the Mill:

Adults £1.00. Children/OAP's 50p.  
School Parties 30p. Groups Welcome.  
For further details Tel: (0253) 860765



Fleetwood Market is open in a refurbished comfortable setting in a traditional place with MORE STALLS - MORE TRADERS and even BIGGER and BETTER BARGAINS. Why not visit the Market and see for yourself the past recalled and built upon in one of the premier public markets.

Fleetwood Market is Open May - October  
Monday, Tuesday, Thursday, Friday, Saturday

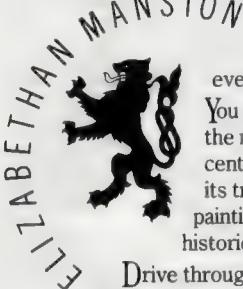
November - April  
Tuesday, Friday, Saturday

For further information Telephone  
(0253) 771651 or (0253) 891000



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For the more active, there's rides, exhibitions, the Adventure Castle playpark and the world's largest maze. Or just relax and enjoy yourselves in the rolling landscaped parkland.



# LONGLEAT

Lions of Longleat, Warminster, Wiltshire BA12 7NJ  
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party discounts



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## March

8-September 1: National Battle of the Bands, Club Rio, Bradford (0274 735549)

8-April 5: Cadbury's National Exhibition of Children's Art, Warrington (0925 44400)

8-31: Video Positive, various locations, Liverpool (051 709 2663)

8-August 31: Monsters of the Deep, Yorkshire Museum, York (0904 629745)

8-17: Norfolk County Music Festival, various venues, Norwich (0603 222240)

9-23: Embroidery Exhibition, Chester (0244 603321)

10: Yorkshire Working Breeds Championships, Doncaster Exhibition Centre

10: Otter international 10K road race, Broughton, Clwyd (0244 520330)

10: Mother's Day Treat, Yorkshire Mining Museum, Wakefield (0924 848806)

10: Antiques and Collectors Fair, Alexandra Palace (081-883 7061)

12-17: World Clowns Convention, Bognor Regis (0243 865551)

12-23: Chelsea Antiques Fair, Chelsea Town Hall (0444 482514)

13-15: London Drinker Beer Festival, London (081-425 6965)

13-16: All England Badminton Championships, Wembley Arena (0908 568822)

13-April 7: Daily Mail Ideal Home Exhibition, Earls Court (0895 677677)

14: National Hunt Racing, Hexham (0434 606881)

14: Kiplingcotes Derby, Kiplingcotes, Humberside (0482 651207)

14-17: Daily Mail International Holiday Show, Earls Court (0895 677677)

14-17: BBC Gardener's World, Earls Court (0895 677677)

15-17: Welsh beautiful homes and gardens exhibition, Port Talbot, W Glamorgan (0202 604306)

15-17: Doncaster Motor Show, Doncaster Exhibition Centre (0709 587321)

16: Newcastle Races (091 236 2020)

16: Micklegate Singers Concert, York Minster (0347 810685)

16: Moscow State Symphony Orchestra, Sheffield (0742 7347601)

16: National Shire Horse Show, East of England

**WELCOME to the latest update in our new-look Coach Tours & Excursions Trip Planner. If you're looking for an idea for an off-the-cuff day trip or excursion, just flick through the list of events below. We'll be bringing you regular information on what's happening in the coming weeks on a regular basis in our new-style, weekly CT&E pages.**

Showground, Peterborough (0733 234451)

16-17: CPEX '91: Crystal Palace National Sports Centre (081-943 4288)

16-19: Blackpool Hair & Beauty Festival, Winter Gardens (0253 25252)

17: Passion Sunday, Manchester Cathedral (061 833 2220)

17: CFL Craft Fair, Garforth, Leeds (0432 771679)

18: Newcastle Races (091 236 2020)

18-31: South Yorkshire Puppet Theatre, various venues in S Yorks (0226 733272 ext 3135)

19-24: Gandeys Circus, Haydock Racecourse (0260 276627)

21-24: Spring Thing 1991, Arts Centre, Darlington (0325 483 271)

21-24: BBC Good Food Show, Earls Court 2 (0895 677677)

23: Bangor-on-Dee races, Wrexham (0948 860438)

23-April 1: Off to Patagonia, Bersham Industrial Museum, Wrexham (0978 261529)

23: York National Forest Rally (0751 72771)

23-April 1: Yorkshire Artists Exhibition, Kings Hall and Winter Gardens, Ilkley (0943 609075)

27: 21st Birthday Launch, Beamish Open Air Museum, Co Durham (0207 231811)

27: All Star Wrestling, The Hexagon, Reading (0734 390390)

27: England v Republic of Ireland soccer, Wembley Stadium (071 262 4542)

27-April 3: Harrogate International Music Festival (081 852 2035)

27-September 8: Jordan - Treasures from the Desert Kingdom, Liverpool Museum (051 207 0001)

28-April 1: Easter at Snape Maltings, Suffolk (0728 453543)

28-April 1: Photography and Video Show, Earls Court (0895 677677)

28-April 2: Funfair, Alexandra Park, London (0860 310970)

29-31: Prestatyn Soul Weekend, Pontins holiday centre (081 364 1212)

29: Devizes to Westminster Canoe Race, Devizes (0344 483232 ext 3804)

29: Hot Cross Bun Ceremony, Widow's Son Inn, London (071 537 2224)

29-31: Dorset Antique Dealers Fair, Wimborne, Dorset (0202 604306)

29-31: National Mackeson indoor bowls Mixed Pairs Final, Scarborough (0723 369522)

29-April 1: Easter Weekend, Beamish Open Air Museum, Durham (0207 231811)

29-April 1: Boaters Gathering and Craft Fair, Boat Museum, Ellesmere Port (051 355 5017)

29-April 1: Easter Hockey Festival, Scarborough (0723 364376)

29-April 1: Easter Train Service, Middleston Railway, Leeds (0532 710320)

29-April 1: Canoe race, Devizes-Westminster (0491 872042)

29-April 1: East Anglian Art and Craft Show, Needham Market (0449 722202)

29-April 1: Easter Eggstravaganza, East Anglian Railway Museum, Colchester (0206 242524)

30: Easter Craft Fair, Town Hall, Dover (0304 201644)

30: Carlisle Races (06973 42634)

30: Whittington Races, Kirkby Lonsdale, Lancs (05242 71437)

30: Horse Racing, Haydock Park (0942 727345)

30: Newcastle Races (091 236 2020)

30: Oxford and Cambridge Boat Race, River Thames (071-379 3234)

30-April 1: Easter Regatta Llyn Tegid, Bala (0606 45137 pm)

30-April 1: In Steam weekend, Crofton, Wilts (0689 31123)

30-April 1: Easter Egg Hunt, Leeds Castle, Maidstone (0622 765400)

30-April 1: Spring Craft Fair, Alexandra Palace, London (081-366 3153)

30-April 2: Meditation with Flowers, Beverley Minster, Humberside (0482 868540)

30-April 4: International Model Railway Exhibition, Royal Horticultural Society's Halls, London (071-828 5961)

31: Great Easter Egg Hunt, Yorkshire Mining Museum, Wakefield (0924 848806)

31: Rugby Seven a Side, Bridlington, Humberside (0262 678255)

31: 10K Road Race, Bridlington (0262 678255)

31-April 1: Trolleydays, Sandtoft Transport Centre, Doncaster (0932 851650)

31-April 1: Easter Egg Specials, Embsay Steam Railway, Skipton, Yorks (0756 794727)

31-April 1: Family Fun Days, Buckinghamshire Railway Centre, Aylesbury (0296 75720)

## April 1991

1: Easter organ recital, Liverpool Cathedral (051 709 6271)

1: Newcastle Races (091 236 2020)

1: Open Day, Wrawby Windmill, Brigg, Humberside (0652 53699)

1: World Coal Carrying Championships, Ossett, W Yorks

1: Easter Egg Specials, Embsay Steam Railway, Skipton, N Yorks (0756 794727)

1-10: Fakenham Races, Fakenham, Norfolk (0328 862388)

1-May 31: Cornwall Gardens Festival, various gardens, Cornwall (0872 74057)

1-December 31: Charles Babbage Bicentenary, various events (0803 866425)

2-May 4: People in Place by Philip Cox, St Helens Museum, Merseyside (0744 24061)

4-6: National Hunt racing and Grand National, Aintree (051 523 2600)

4-7: National Art and Craft Show, Earls Court, London (0895 677677)

**WHILE ALL INFORMATION PRINTED WAS CHECKED AT THE TIME OF GOING TO PRESS, READERS ARE STRONGLY ADVISED TO VERIFY DETAILS BEFORE MAKING ARRANGEMENTS. NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS OR OMISSIONS.**

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Monday,	MAY 20th
Saturday,	JUNE 15th
Friday (evening)	JUNE 28th
Saturday,	JULY 6th
Wednesday,	JULY 10th
Monday,	JULY 22nd
Tuesday,	AUGUST 13th
Monday,	SEPTEMBER 16th
Monday,	SEPTEMBER 30th
Monday,	OCTOBER 28th

A 20% discount is available for  
prepaid party bookings

**For further details contact  
the Secretary at:**

**Bath Racecourse Company Ltd,  
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Where countryside meets the sea.  
Where nature reserves teem with the  
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Where beaches can be found virtually  
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villages echo the past with their thatched  
cottages, narrow streets and market  
squares. Where medieval castles, ruined  
monasteries and Anglo-Saxon burial  
grounds are a testament to a darker past.  
Write for a free map of the coast with  
details about tourist attractions, meal  
stops and group rates.



# COACHES WELCOME



## WALES

### SOUTHCLIFFE COACHING HOTEL

Hill Terrace, Llandudno, LL30 2LS

This beautiful South facing hotel has all the makings of a happy holiday with a large sun terrace and commanding view over the bay and mountains, whilst enjoying being only 3 minutes to the beach, town and all amenities. The hotel has 32 bedrooms, most en-suite, and some sea views. Excellent cuisine, entertainment most nights with service second to none.

#### LATE AVAILABILITY IN APRIL

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(15748/HO)



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Day trips especially welcome for lunch meals in parties or groups.

\* Special offers for availability in April and October \*

Also some June, July, August dates available

\* We specialise in coach parties \*

For further details ask for John on Tel. (0834) 2186

(16885/HO)

## CORNWALL

### Hotel Corniche

21 Mount Wise, Newquay, Cornwall TR7 2BQ

Licensed hotel, 5 minutes from town, beaches and all amenities. 14 rooms all have colour TVs and tea making facilities, some en suite.

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**John & Grace Walters**  
Tel. 0253 41928

(15834/HO)

## NEWQUAY

### NEWQUAY

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55 bedrooms, all en suite, lift to all floors, sea-front, coach parking and washing facilities at rear.

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speak to Mr Ray McDonald

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Lunches & afternoon tea,  
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Open all day

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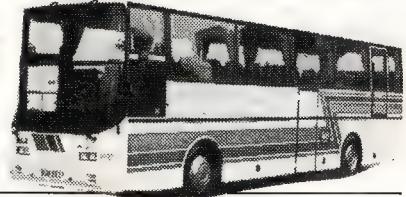
300 years old Inn next to duck pond on pretty village green.  
3 mins from M1 Junction 12, near Whipsnade Zoo & Woburn.

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52 seats (inc dvr), recliners, toilet, drinks, sleeper compt., radio/cass/PA, air cond, MoT.  
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**1975 AEC 760** Duple Dominant 1, 53-seater, MoT January 1992, reliable coach, power door, new batteries, £3,950 + VAT ono. Tel. 0903 743391.  
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**BREAKING:** AEC 505 Plaxton Elite body, good engine and gearbox etc, new Supreme front, new back, all new panels and rubber mouldings. Tel. 0924 371019 or 256401. (15716/AEC)

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29 seater, tested September 1991. Taxed April 1991. Well above average condition.  
Ready to work.

£4,750 ono + VAT

### 1978 DUPLE BODIED BEDFORD PJK

29 re-trimmed seats, taxed and tested October 1991. Very clean inside and out.  
Ready to work.

£5,250 ono + VAT

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### 1983 YNT 500 DUPLE DOMINANT IV

53 seater, choice of two, p/x considered, 2 for late executive.

£15,500 + VAT

Tel. 071-486 9051

(15718/BED)

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53-seater, radio/PA/cassette, limiter fitted, private plates, MoT April '92.

£26,000 + VAT

### 1978 BEDFORD YLQ Duple Dominant

45-seater, power door, MoT January '92.  
£5,750 + VAT

### 1977 BEDFORD YMT Plaxton Supreme

53-seater, power door, MoT April '92.

£4,500 + VAT

### GAVIN MURRAY COACHES

0744 22882

(16875/BE)

**1987 E BEDFORD YMPS**, 35 seater, PA/cassette, speed limiter, power door, very low mileage, first class condition. £38,000 + VAT. Tel. 0353 662412.  
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### PMT ENGINEERING

### BRISTOL LH 43 SEATER COACH

First registered 1977, tested August 1991.

£4,500

Contact Douglas Hems (0933) 623871 or Helen Bailey (9782) 744744  
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**BRISTOL RE/ECW Service Bus**. K reg, 50 seats, Gardner engine, MoT Nov 1991. Ready for work. £1,750 + VAT. Tel. 061 832 9445.  
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**1976 BRISTOL LHS Plaxton Supreme**, 33 seater, MoT Oct '91, good condition. £6,000 ono + VAT. Tel. 0904 84231.  
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**TRAINER BUS**, Bristol FLF 66, 1963, Gardner engine, needs MoT Class V, £3,000 + VAT. Tel. 0272 838228.  
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MARKETPLACE****0733 898111****BOVA****1982  
DAF BOVA  
EUROPA**52 + courier seats,  
TV & drinks machine.Clean coach,  
will consider p/x for  
smaller midi coach.**£25,500 ono + VAT****Tel. 071-486 5657**  
(15717/BO)**1985 BOVA EUROPA 11**  
53 rec, d/glazed, MoT 12  
months, exc cond.  
**£37,000 ono + VAT****1984 BOVA EUROPA 11**  
53 rec, MoT 12 months,  
exc cond.  
**£36,000 ono + VAT****Tel: 061 427 2825/5839**  
(16928/BO)**DAF****DAF (E) 1988 ALGARVE  
MB 230**53 recliners & courier, radio cassette, PA, curtains, continental door, MoT April '91.  
**£60,000.**  
P/X 24/29 seater considered.  
**Tel. 0255 503864**  
(15708/DAF)**DAF (B) 1984 BERKHOF**Esprite MB200, 53 recliners +  
courier, radio cassette, PA,  
curtains, MoT March '91.**£38,500**

No deposit. Finance available

**Tel. 0255 503864**

(15709/DAF)

**MINT CONDITION COACH****1987 E REG DAF MB230 DKFLU  
DUPLE 340 SLX 55R**

Blaupunkt radio, cassette and PA, Kneeler, speed limiter, integral and manual exhauster, full soft trim and matching roof, courier seat, Continental door, wheel discs, headrest covers. Meticulously driven and maintained. Full MoT. Absolutely mint – undistinguishable from new. Only 62,000 quality work miles. FSH.

We claim this to be the best three year low mileage highliner coach ever advertised in the pages of Coachmart.

**This coach has been paid for – hence no offers lower than £55,000 considered – (that's about £40,000 less than new).***You can confidently buy this coach without even viewing.  
Joy riders and dreamers – keep away.***D. Jones, Ffoshelig Coaches, Newchurch, Carmarthen, S. Wales.****Tel. 0267 87 211**

(16888/DA)

**DUPLEX****DUPLEX 425, 1985, 54 seats, full executive, MoT Nov 91. £48,000 + VAT. Tel. 0272 838228.**  
(15745/DUP)**1985 DUPLEX 425/CUMMINS AUTOMATIC, MoT Dec '91, 55 seater, toilet, bunk, 3 TV/videos, Eberspacher heating, double glazing, full service history, exc. cond. £50,000 + VAT. Part Exc. Volvo considered. Tel. 0767 681382.**  
(16862/DUP)**DAF****1987 DAF MB230 PLAXTON 3500. Mk3, 51/53 recliners, rear demountable toilet, video, curtains, hot water, Telma, choice of two. £65,000 each + VAT ovno. Tel. 0934 750321.**  
(16923/DA)**1982 FULL SPEC EXECUTIVE, Test Feb 92, video/toilet with h/c, DAF 825 engine with turbo, six speed, ZF splitter. £18,000 ono. Tel. 061-777 9021.**  
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Rear engine 2300. Radio cassette. 53 e-type seats. First reg 1/2/85. MoT till 10/3/92

**£39,500 + VAT****Tel: 0788 832261**

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**FORD****1981 R1114 DUPLEX DOMINANT, 53 seats, excellent condition, 12 month test, taxed, Diplomatic recliners, new gearbox springs and shackles all round, king pins, track rod ends, side lockers, engine 18 months old, one cared for motor. £9,500 ono + VAT. Tel. 0332 573779.**  
(17840/FO)**1984 FORD QUEST  
PARAMOUNT 3200**

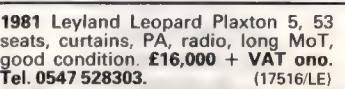
53 recliners, rebuilt engine, new MoT, many extras, excellent condition, stock of spare parts available. Only

**£21,000 + VAT**  
**Tel: 031 663 2272**

(16857/FO)

**LEYLAND****LEYLAND TIGER  
(F) 1989 DUPLEX 340  
CUMMINS 290 ZF Auto**55 recliners & courier. Continental door, MoT, May '91.  
**£75,000**  
No deposit. Finance available.  
**Tel. 0255 503864**  
(15711/LEY)**LEYLAND LEOPARD**

Extensively refurbished at Plaxtons 1988. Paramount front, repainted, refloored, seats retrimmed, engine rebuilt Dec. 1990, MoT Oct 1991, exceptional.

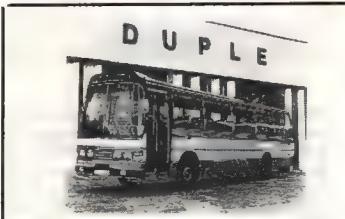
**£8,000 plus VAT****Tel. 081-960 5559****Frank E. Thorpe & Sons Ltd**  
(16913/LE)

1981 Leyland Leopard Plaxton 5, 53 seats, curtains, PA, radio, long MoT, good condition. £16,000 + VAT ono. Tel. 0547 528303.

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**1985 TIGER 245  
EXECUTIVE**

49 recliners, toilet, video/3 monitors, drinks machine, tinted glass, curtains, courier seat. Webasto, recent MoT, very good condition.

**Bargain****£42,990 £37,950 ono**Telephone: Brian Jones  
Link Line Coaches 081 965 2221/0298  
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LEYLAND LEOPARD**

MoT October 1991,

47 reclining seats.

**£8,750 + VAT****Tel: 0446 793957**

(17837/LE)

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**LEYLAND**



**LEYLAND LEOPARD 680**

1980, rebodied 1988,  
Willowbrook Crusader, 53 seats,  
MoT June '91.

**£22,500**

P/X 24/29 seater considered.

**Tel. 0255 503864**

(15710/LEY)

**LEYLAND LEOPARD  
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53 seat Plaxton  
Paramount, vgc,  
long MoT.

**Offers around  
£17,500**

**Tel. Mark Bowd  
0889 562131**

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**1982 LEYLAND CUB**, 31 seat Duple  
Dominant Service Bus, 7ft 6in wide,  
low mileage, new test, £6,950 + VAT.  
Tel. 069 887 242 day; 289 or 264 even-  
ing or weekend. (17767/LE)

**1983 LEYLAND TIGER** Duple Dominant,  
53 seats, Express, good condition,  
test till Dec '91. £22,000 + VAT  
ono. Tel. 021-747 5722. (17475/LEY)

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**FAMOS CHARISMA**

Mercedes, high floor, (F) 1989,  
53 recliners + courier, Webasto,  
full air/con, double glazing,  
MoT June '91.

**£70,000**

**Tel. 0255 503864**

(15712/MER)

**MERCEDES 307D**

1986 Reeve Burgess conversion, MoT  
15.1.92, 12 h/back coach seats, h/roof,  
l/mileage, radio, tacho, tinted windows.  
Must be seen to appreciate.

**£7,950 ovno**

**Tel: (0454) 778871**

**Nr Bristol**

(17457/MERCEDES)

**1989 F REG**

**MERCEDES  
CHARISMA**

49 seats, full executive  
spec, excellent condition.

**£65,000**

**Telephone:  
051 523 3118**

(16925/ME)

**MERCEDES 608D**, 1986, 21 high back  
moquette seats, 75,000 miles, very  
tidy vehicle, Devon Conversion.  
£11,750 + VAT. Tel. Mike Pressley  
(042121) 3170 or 5928. (16866/ME)

**NEOPLAN**

**NEOPLAN CITYLINER**, 1983, Webasto,  
video, two monitors, toilet, fridge, hot  
drinks, courier seat, driver's bunk, re-  
seated, resprayed white, excellent  
condition, 49 seats, 12 months MoT.  
**£42,000 plus VAT.** Tel. 051 643  
1551. (16905/NE)

**NEOPLAN**



**1980 NEYLAND LEOPARDS**, 53 seater,  
Duple, semi auto. A.C.L., air door, ex-  
cellent condition, red interior. Choice  
of two. MoT's Oct and Dec '91. £13,250  
+ VAT each. Tel. 0932 785153/783119  
(Heathrow). (16880/LE)

**1980 LEOPARD DUPLE DOMINANT II.**  
11 metre Bristol Dome, coach door,  
680 engine, semi automatic gearbox,  
Autolube, 50 reclining seats, Webasto  
heating, curtains, radio, PA, good  
clean reliable coaches, choice of 3,  
long tests. £12,000. HARTS COACHES  
Tel. (0642) 677637 (Teesside).  
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(15724/NEO)

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**SCANIA**

**PLAXTON 3500  
K113**

49 'R' seats, toilet, video,  
Webasto, hot drinks, fridge,  
Telma, ABS, Cont door and  
D.G.

**AUG 89**

**DUPLE 320SL K93**

51 'R' seats, toilet, video, cont  
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with D.G. and Webasto.

Vehicles open to offers with  
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**FOUR 1986 SCANIA K112  
TR/PLAXTON DOUBLE-DECK**

71 seats, toilet, current MoTs

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**Tel: 031 226 7491 Fax: 031-220 2216**

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**Kässbohrer**  
*Setra. Perfection in coaches.*

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**SETRA 215 HD.** May 1988. 49 recliners. Video, coffee machine, driver's bunk, toilet, fridge, MoT 7-8-91. Very nice. Coach 120,000 miles. £88.500. Tel. 081-578 8990. 17785/SE



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STILL ONLY  
£45**

**1982 PRIVATE PLATES  
KÄSSBOHRER SETRA 215H.**  
Superb condition, 49 seats plus courier, toilet, fridge, coffee machine, TV/video, Voith retarder, Webasto, air suspension.

**£39,000 + VAT**

Telephone: 0375 673482  
days or 0375 670163 night  
(16892/SE)

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**1977 FUN BUS**

Based on Ford Transit Chassis.  
Ideal to promote your company  
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**£2,750 VAT**

Mike Pressley 042 121 3170  
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**VOLVO**

**2 x 1983**

## **JONCKHEERE P90**

55 - 57 seats, wired for TV & video, boiler, fridge, bunk. All usual extras. 12 speed gearbox. One has a new engine.

**£40,000 ono**

Tel. 091 526 3175  
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(15731/VO)

## **1983 VOLVO B10M VAN HOOGL ALIZEE H**

50 recliners, rear toilet, continental door, courier, drinks machine, driver's bunk, radio pa, splitter box, Telma, new MoT, immaculate throughout, low mileage.

**Boons Coaches,  
Chelmsford 0245  
467277 office hours**

(17812/VO)



## **VOLVO B10M AUTOMATIC**

Van Hool Alizee, 1981, private plate, 49 seater, centre sunken toilet, continental door, TV, video, drinks machine, driver's bunk, under floor lockers, Telma, MoT Jan '92.

**£29,500 + VAT**

**Tel. (0823) 333534**

(16909/VO)

**1983**

## **VOLVO B10M VAN HOOL ALIZEE H**

49 recliners, central sunken toilet. Continental door, coffee making facility, video, TV fitted. Telma, drivers bunk and new MoT. Second owner. Private plate.

**£43,000 + VAT**

Tel: 031-663 2272

(15749/VO)

**1981 B10M VOLVO JONCKHEERE Bermuda**

48 seats, toilet (sunken), remo-quitted, speed limiter. £24,750. 1982 B10M VOLVO JONCKHEERE Bermuda, 50 seats, new test, speed limiter. £28,750. Tel. 0443 670095 day, 671671 (night), fax 0443 676695. (16899/VO)

**VOLVO B58 Duple**, 53 seats, P reg bus, Grant doors, MoT Feb 92. Body rebuilt 2 years ago, retrimmed seats. £5,950 + VAT. Tel. 061 832 9445. (16874/VO)



## **B10M ALIZEE H**

49 recliners. Courier, double glazed, blinds. Webasto. Telma. Radio. P.A. TV, video, coffee machine, full centre toilet, bunk plus more.

**£52,500 plus VAT.** P/X considered  
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## **2 x 1989 B10M Mk2 PLAXTON 3500**

49-51 recliners, TV/video wiring, Continental door, driver's bunk, crew seat, finished in white.

**£75,000 ono**

Tel. 091 526 3175 or  
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(15730/VO)

## **2 x 1990 VOLVO B10M JONCKHEERE DEAUVILLE**

51, demountable toilet, TV, driver's bunk, phone, coffee bar, carpets, blinds, double glazed, all white, not smoked in, mint, low mileage, not a year old. Save £25,000, all records, full service history.

**£89,000 + VAT**

**Harris Coaches,  
Bromsgrove 0527 72857**

(16897/VO)

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MARKETPLACE****0733 898111****VOLVO****VOLVO**

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(15743/VO)

**MINIBUSES****1990 TOYOTA OPTIMO**

21 seats

White exterior (removable vinyl letters). Red interior - seats/pleated curtains/carpet, table with lamp, wired for audio, video, drinks, owner driver, dealer maintained, full MoT, 28,000 miles only, as new condition. Available 1st week April.

£29,500 + VAT onto

Tel. (0943) 465591 (W Yorks)

(16863/MB)

1986 IVECO 60'10 conversion. 19 Diplomat seats, luggage racks, radio/PA, service history, large boot, PSV, Sept 91, inspection welcomed. Choice of four, spares available. Tel. 0232 351201. (15743/MB)

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(16902/MB)



1988 MAZDA (F), E2000 M2M, 14 seater, test Feb '92, one owner, good condition, 47,000 miles, £5,000 + VAT. Tel. Ashley Taylor (0752) 600590. (17473/MB)

E REG MERCEDES BENZ six cylinder engine, 29 full size seats, forced air, large boot, wiring for television and drinks machine, curtains, PA system, courier seat, power door, 12 months MoT, 1 owner, £27,950 onto. Part exchange considered. Tel. 051 933 1016. (17830/MB)

1989 Grey Ford Transit Dormobile, 16 seater, Luxury PSV bus, Scott interior conversion. 2.5DI diesel, 4 speed, overdrive, power opening doors, 32,000 km only. Full test. £15,995 + VAT. School Garage, Felthorpe Tel. 0605 48 272 or evenings 0836 56785 (17782/MB)

1984 Ford Transit, 16 seat Mellor Conversion, h/back seats, o/drive, new floor and side panels. Re-painted white, MoT applied for. Tel. 0848 30376, SW Scotland. (16906/MB)

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1985/6 'C' TRANSIT 16 seat, from ... £4750    1987 'D' SHERPA 20 seat, from ..... £5950  
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**★ TWENTY-FIVE SEATERS ★  
IVECO CARLYLE DAILY BUS**

1988 Manual from £14,950

1990 automatic from £24,250

**★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★**

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All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.

Carlyle Bus Centre is a Licensed Credit Broker. Finance is subject to status.

**021-454-4808**Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.  
Fax: 021-454 5356. (15965/MB)

1987 Sept (E)

**MERCEDES  
609D EUROPA**

23 seats, luggage racks, radio cassette, centre stripe. Bristol dome. Deep boot. MoT Sept '91. Only 65,000 miles. Superb vehicle.

**£18,750 + VAT**  
**Tel: 061 633 4845**

(16865/MB)

**MERCEDES 608D**, 21 seater, 1985, full MoT, large boot, carpeted throughout, radio/cassette, PA, twin tanks. £9,950 + VAT. Tel. 0778 342224, Peterborough. (16926/MB)

**1984 MERCEDES 608D**, 21 or 19 seater with boot minicoach, one owner, 12 months MoT, immaculate. £9,500 onto + VAT. Bookham Coaches, Surrey tel. 0372 452330. (16920/MB)

**NORTH WEST COACH SALES LTD**  
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**MERCEDES 609D**; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road £169.94 per week

**Stock**  
**MERCEDES 609D**; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluorescent saloon lights with night light fittings.

Price on the road £154.25 per week

**Stock**

**MERCEDES 814D**; semi executive coach, 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed with carpet and fitted with forced air and individual reading lights, full size Overton roof vent, framed bronze tinted windows, very large fibreglass Dropwell boot, all round fibreglass skirts, seat moquette matching centre roof stripe, 2 x 2 speed saloon heaters, fluorescent saloon lights with night light fitting, 3 twin and 1 single tables with table lights, show curtains, radio/cassette with 6 speakers, heavy duty lino to floor with rubber gangway.

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1987 IVECO FORD, 15 seat, MoT May

1987 TOYOTA OPTIMO GL, 18 seats, TV/Video, hot water & fridge, good all round machine

1987 TOYOTA OPTIMO GL, 19 seats, MoT July '91, very tidy vehicle for private work, highly presentable

1988 FORD IVECO, 18 seater, excellent condition, new MoT

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1986 LEYLAND Cub Optare body, 33 seats and standees, MoT September, excellent service bus, fully auto

1987 IVECO FORD, 15 seat, MoT May

1987 TOYOTA OPTIMO GL, 18 seats, TV/Video, hot water & fridge, good all round machine

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1986 (D) DAF MB 230 DUPLE 340. 53 reclining seats, toilet, rear continental door, new MoT.

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93 MERCEDES 24, coach seats, boots tested

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(G) TRANSIT, 14, SV/HC back, diesel

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93 (G) DUPLEX 25, 57 recliners, extras. Tested.

92 MERCEDES 609D, power door, 24 coach seats.

92 TRANSIT 12, Di, LWB, PSV, tested.

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92 TRANSIT 12, PSV, diesel, 00, new shape

92 (E) FREIGHT ROVER, Densgate, 16 diesel

92 TRANSIT 16, diesel, power door, tested

92 MERCEDES 609, 21 seats, long test

92 MERCEDES 609D, 21 seats, excellent

92 OPTARE CUB, 24 str/door & standees

92 (E) IVECO CAETANO, 24 air door, dual purpose.

92 VAN HOOL LEYLAND, 2F, 53 recl, new test

92 DATSUN DIESEL crew bus, h/roof, low mileage

92 (D) TRANSIT, diesel, 12 PSV, new shape

92 TRANSIT 12 diesel, SWB, new shape.

92 MERCEDES 307, high roof, if tail lift

92 MERCEDES 609, 27 seater, new test

92 TALBOT, 14 PSV, diesel, high roof.

92 VOLVO ALGARVE, 50 recliners, toilet, TV.

92 (B) MERCEDES 609, 15 seats + underfloor

laminated PSV, 15 PSV, tested.

92 TALBOT 12, PSV, petrol

92 VOLVO ALGARVE, 49/53 toilet, video, new test.

92 TRANSIT 16 Di coach seats, tested

92 IVECO BEJA, 18 seat, power door

92 MERCEDES 609, 27 coach seats, tested

92 DAF JONCKHEERE MB200, Exec, 49 + video.

92 JONCKHEERE VOLVO, two deck, exec, full spec

92 TRANSIT, 16 petrol, h/back, £750 PSV. No test.

92 DODGE R BURGESS, diesel, auto, 17 F door.

92 VOLVO BERKHOFF, exec full spec

92 TRANSIT, 12 LWB, PSV, petrol, 0/0 £1,000

92 TRANSIT, 12 diesel, PSV, LWB, tested

92 VOLVO VAN HOOL ALIZEE, Exec, new test.

92 MERCEDES 609, 27 str, new test.

92 (A) DAF 200 Exec, 49 + TV, Alpha, new test. Offers

92 MERCEDES 207, 27 str, PSV, 12 seats.

92 VOLVO 854, 53 large seats, Duplex II

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92 FORD 53 Plaxton, testing Offers

92 FORD PLAXTON, 53 new test Offers

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76 FORD PLAXTON, 53 seats, Offer.

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1984 LEYLAND ROYAL TIGER

49 recliners + courier. Toilet, TV, video, drinks machine, Webasto, Telma, driver's bunk, curtains.

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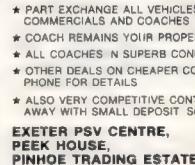


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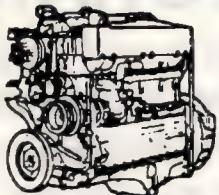
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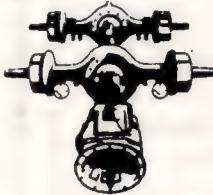
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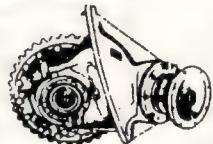
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### COACH INSURANCE

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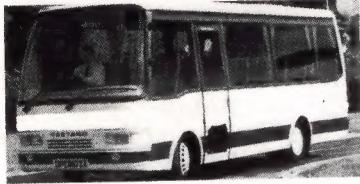
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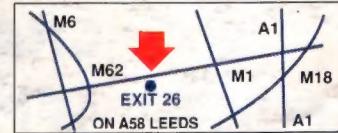
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